

VIA BRINDISI.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

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OFFICE OF THIS PAPER.

79, GRACECHURCH-STREET, LONDON, E.C.

THE TELEGRAMS FROM CHINA.

IN another column we give the telegrams which have been published by the daily papers, and a leader from *The Times*. Our readers would judge from the tone of our articles during the last few weeks, that the negotiations of our Minister at Peking with the Government, in reference to the steps to be taken to obtain satisfaction for the murder of Mr. MARGARY, had not been at all satisfactory, but certainly not reaching to the alarming colour given by our contemporaries. According to the best information, the danger of a rupture is by no means so imminent as represented, and the intelligence received at the Foreign-office confirms this view. We are glad to add, however, that we have reason to believe that Government are prepared to support the demands made by our Minister at Peking.

Latest Advices.

PORTS	OUTWARD.		HOMeward.
	From London.	Arrived out.	
JAPAN—Yokohama ...	May 28	July 11	July 18*
Yedo ...	" 14	" 5	" 12*
Osaka and Hiogo ...			
Hakodadi ...			
Nagasaki ...	—	—	2
Chin-kiang ...	—	—	June 29
Shanghai ...	" 28	July 8	July 3
Ningpo ...	—	—	3
Macchow ...	" 28	" 7	June 20
Formosa ...	—	—	6
Amoy ...	—	—	7
Swatow ...	—	—	11
Hong Kong ...	June 11	" 16	9
Canton ...	—	—	11
Macao ...	—	—	13
PHILIPPINES—			14
Manila ...	May 21	June 28	15
COCHIN-CHINA—			16
Saigon ...	June 4	July 6	6
SIAM—Bangkok ...	" 4	" 8	20
BORNEO—			15
Labuan ...	—	—	9
Sarawak ...	—	—	10
JAVA—Batavia ...	" 11	" 13	12
Samarang ...	—	—	12
Sourabaya ...	—	—	13
MALACCA STRAITS—			14
Singapore ...	" 25	" 23	24
Penang ...	" 25	" 21	26
CYCLONE—			
Galle ...	July 9	" 29	Aug. 7
Colombo ...	" 9	" 31	5

* By Pacific mail via San Francisco, received August 24.

THE MAILS, &c.

The P. and O. mail, bringing the above advices, was delivered, via Brindisi, this morning, its due date. The next inward (French) mail, with advices, Yokohama 14th, Shanghai 18th, Hong Kong 24th July, Singapore 2nd Aug., which is due, via Marseilles, on Monday next, the 6th prox., left Suez on the 26th inst., one day early.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Sumatra*.—List not to hand. To Southampton, per P. and O. steamer *Venetia*, expected to arrive Sept. 5.—From Yokohama: Lieut. G. M. Brooke. From Shanghai: Mr. and Mrs. H. J. Meade. From Hong Kong: Mr. and Mrs. Wardlaw. From Penang: Mrs. Davidson.

PASSENGERS OUTWARD.

Per French steamer *Ara*, from Marseilles, Aug. 29.—To Yokohama: Mr. Gotié To Shanghai: Mr. and Mrs. Billequin and child, Mr. and Mrs. Farisham. To Hong Kong: Mr. Nilson. To Saigon: Miss Betemps. To Singapore: Mr. S. Smith, Mr. Campbell. To Galle: Mr. Thackwell, Mr. J. Princess, Mr. Lyton, Mr. Martina, Mr. Escher, Mr. Batayron, Mr. and Mrs. Gaudé.

Per French steamer *Tigre*, from Marseilles, Sept. 12.—To Yokohama: Mr. and Mrs. Bache. To Shanghai: Mr. and Mrs. King. To Saigon: Mr. A. Spooner, Gen. Reboul. To Singapore: Mr. and Mrs. Schaeffer and three children. To Galle: Mr. Clogstow, Mr. and Mrs. Cameron, Mr. Elphinstone.

Per French steamer *Hooyle*, from Marseilles, Sept. 26.—To Shanghai: Mr. and Mrs. Vardel, Mr. Leegardier, Mr. Aubry, Mr. Scheiter. To Hong Kong: Mr. Everard. To Saigon: Mr. Mace.

Per French steamer *Iroonaddy*, from Marseilles, Oct. 10.—To Shanghai: Mr. R. H. Artindale. To Hong Kong: Mr. and Mrs. A. Coxon. To Singapore: Mr. and Mrs. Goldie, Mrs. Spooner, Mrs. K. B. Spooner.

Per P. and O. steamer *Australia*, from Southampton, Aug. 22.—To Yokohama: Mr. G. Joy, Mr. G. Haines, Mrs. A. Hewitt. To Shanghai: Rev. W. Breerton. To Hong Kong: Mrs. Watts. To Batavia: Mr. H. W. Skene. To Singapore: Mrs. Donnellon. To Ceylon: Miss Stevenson. To Suez: Mrs. Mois, Mr. A. Freeman.

Per P. and O. steamer *Baroda*, from Venice, Sept. 3.—To Hong Kong: Mr. H. J. Such.

Per P. and O. steamer *Baroda*, from Brindisi, Sept. 6.—To Yokohama: Mr. A. Bergin.

Per P. and O. steamer *Nizam*, from Southampton, Sept. 9.—To Shanghai: Miss Black, Miss Gill, Mr. Withers. To Hong Kong: Mrs. D. R. Crawford, Asst. Commissary Kernaghan. To Penang: Rev. and Mrs. A. Pearson. To Ceylon: Mrs. Moir.

Per P. and O. steamer *Poona*, from Southampton, Sept. 23.—To Yokohama: Miss A. Hoare, Miss M. A. Cattell, Mr. and Mrs. T. Willcox. To Shanghai: Rev. and Mrs. Palmer. To Singapore: Mrs. Surwongse. To Suez: Mr. J. B. Elmslie.

Per P. and O. steamer *Baroda*, from Brindisi, Oct. 4.—To Ceylon: Capt. H. W. King.

Per P. and O. steamer *Hyades*, from Southampton, Oct. 7.—To Yokohama: Mrs. Goodall. To Shanghai: Mrs. Clark, Rev. J. Hoare. To Singapore: Mr. and Mrs. Griffin. To Ceylon: Mr. R. S. Fraser, Mr. A. M. White.

Per steamer *Glenallock*, from London Aug. 28.—To Hong Kong: Mr. J. P. Poynter To Singapore: Mr. Allan Boyle. To Penang, Mr. Paul Meigel.

Per steamer *Agamemnon* (Holt's line), from Liverpool, Aug. 29.—To Shanghai: Mr. and Mrs. Williams and child, Misses Davies, Collett, Johnson, Gill, Birt.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present P. and O. mail brings advices from this port to the 7th July, and by the Pacific mail we have news to the 18th July; the P. and O. mail from London May 14 arrived out on the 26th June, the following French mail of May 21 was received on the 7th July, and the P. and O. mail of May 28 arrived out on the 11th July. The *Japan Herald* supplies the following items of news:—

The opening of the two assemblies, the *Chihokuan Kaigi* and the *Genro-in*, has taken place, the Mikado attending both and addressing the assemblies; but little is known as to their deliberations, and still less as to whether these latter will have any particular results. The first meeting of the *Chihokuan Kaigi*, or assemblage of the chief officers of the *Fu* and *Ken*, was held at the Honganji, a temple of the Sinshu Sect at Asakusa. The Mikado arrived at the temple, accompanied by the Princes, *Daijin*, *Sangi*, and other officers of his household, and entered the temple between two rows of officers. His Majesty then delivered the following address:—

Our object in opening in person this the provincial Parliament has been to secure by its means the thorough discussion of all matters af-

fecting the interior economy of Our Empire and of securing to the provinces adequate representation. You have been convoked for this purpose, and in order that your knowledge of the condition and feeling of the people of your several districts may aid you in discussing their requirements and introducing such reforms and changes as may seem to you to be most urgently demanded. It is Our wish that your deliberations should be marked by general harmony, and that sinking minor differences, they should tend to promote the ends in view in calling you together. If with one mind you adhere steadily to this course your conduct will be surely productive of the general welfare, and thus your deliberations may become the foundation of the eternal well-being of the Empire. Understand, therefore, Our views.

Kido replied in the name of the Assembly as follows:—

Sir,—We have the honour to be assembled here by the wish of your Majesty. We do not yet know the events which are about to unfold themselves in the bosom of this noble Assembly during the days of its session, for such honour has never been accorded to the nation. It is to the high wisdom of your Majesty that we now owe the favour of which we are proud. As for us, we should be happy if the nation would only profit by a millionth part of the result of our deliberations; for we would be able to say that we have been useful to the nation and the entire country, and would thus have aided at least a little to show before the eyes of the people that our august Sovereign was animated by the best wishes for its welfare, in calling together in general assembly those who are charged to represent it.

The following address was subsequently made by the Assembly to the Mikado:—

We your humble servants, in obedience to your Imperial will, and with profound reverence, have been convoked as members of the *Chikoku Kaigi*. We cannot foretell the results of this our assembling, in which we have no experience to guide us. But if, happily inspired by your Majesty's benevolence and justice, the results of our deliberations, duly made known to your Majesty, should contribute towards the welfare of the people, then not in vain will the Imperial will have gone forth, and the efficiency of the *Chikoku Kaigi* will be apparent to all. Our earnest endeavours shall be directed to this end.

The Government, in dread of the freedom and comments of the press, has issued a code of Press Laws, of which fines, imprisonments, and confiscations form the basis. The fines, from a Japanese point of view, are extremely heavy, being as high as 500 yen, and confiscation of printing plant. It may be remembered that the late Minister of Finance, Enouye Bunda, was, some two years since, fined the sum of three dollars for what was described as a "gross violation of the laws of the land," and some idea may therefore be formed of the pressure which is now to be brought to bear on printers, editors, writers, and even translators. It is to be regretted that one of the Yokohama papers has been found sufficiently subservient to the Government to express its approval of these harsh laws.

The *Mitsubishi s. s. Kanagawa Maru* met with an accident on the 4th July, which detained her some twelve hours, but was, luckily, unattended with any serious consequences. Whilst nearing Cape Sagami, and just after the light had been sighted, the *Kanagawa Maru* ran into a thick fog bank. The engines were immediately slowed, but finding the fog did not clear, the helm was put hard a starboard to run out again. Unfortunately the current had set her down to the westward, and she ran up on a sand bank to the northward of the light. As the engines were going dead slow, no concussion was felt, and the ship was hard aground before it was discovered. An attempt was then made to back the vessel off, but the bearings becoming heated this had to be abandoned. Some lighters were obtained from the shore, and the ship having been lightened by discharging some 400 bags of sugar, was got off uninjured and proceeded to Yokohama.

A Russian Commission, consisting of a General, a Councillor of State, and three other officials, has crossed overland from St. Petersburg to Vladivostock, and will shortly arrive at Tokio for the purpose of concluding the business of taking over the southern portion of the Island of Saghalien, which, after ineffectually protesting for a series of years against, Japan has reluctantly ceded. From Yokohama the Commission proceeds in a Russian ship of war to hoist the national flag, and take formal possession of the new territory. It is to be made a Siberian penal settlement, and the convicts, amongst other duties, are to work the rich deposits of coal on the island. The want of suitable harbours is the great drawback, or presently the coal might find its way to this market or to China.

The daring and impudence of the native scamps who infest this settlement are daily becoming more apparent. Only a few days ago a European lady was strolling along the Bluff in the afternoon, in a rather unrefined part, when she was suddenly stopped by a betto, who demanded any money or valuables she might have about her. Naturally the lady refused, and the ruffian then attempted to take by force what he could not frighten her into giving. Fortunately her cries were heard by a native policeman, who hurried to the spot, and promptly arrested the offender. We shall probably soon have robberies under arms, committed on foreigners, and the old and dangerous system of carrying revolvers for defence will come again into vogue.

The great national holiday of the Americans, the 4th July, having this year fallen on a Sunday, the usual festivities were celebrated on the 5th. The men-of-war in harbour hoisted the U.S. flag at their mastheads, but owing to neither the *Kearsarge* nor the *Saco* (the only two American vessels in port) being

saluting vessels, we were spared the usual deafening noise at noon, which, however, was partly compensated for by an impromptu discharge of fireworks in the streets during the day. Most of the American houses were decorated with flags, and in the evening receptions were held by the U.S. Minister, Mr. Bingham, and by General Van Buren, the Consul-General.

Mr. John Whitney, managing partner in the firm of Staples and Whitney, lessees of the Occidental Hotel, has been placed under the custody of the U. S. Marshal. The reason for this proceeding is that several of the creditors of the firm, suspecting that Mr. Whitney might attempt to depart, have applied for his detention pending some arrangement being made for their benefit.

A bill collector named J. M. Brooks, for some years past employed by a number of persons in collecting their accounts, after embezzling various sums of money, the property of his employers, has surreptitiously left for San Francisco. The total amount of his defalcations has not yet been ascertained.

The new regulations respecting passports for the interior have been made known, and although much more stringent than before, the more objectionable clauses have, thanks to the efforts of the English Minister and some of his colleagues, been considerably modified.

The Government has made an appropriation of 75,000 yen towards the expenses of Japan at the Philadelphia Centennial Exposition.

The collision case against the P.M.S.S. Co., which has been for a long time pending, has been decided in favour of the company.

The *Annie Braginton*, the first sailing vessel this season for New York, sailed with a full cargo of tea on the 25th June.

A new American Church was consecrated on the 10th July.

The subjoined additional items of news are from the *Japan Mail*:—

We allot a considerable space to a translation of recent proceedings in the assembly of Provincial Notables, less from regard to the nature of the subject—though that is possessed of a certain interest—than with the view of informing our readers of the attitude of the native mind in such a position. The speeches appear to be characterised by directness and simplicity of expression and good sense, and if a considerable space of time has failed to show a correlative result we must allow for the novelty of the situation in which the members found themselves. It is worthy of remark that the proposal to maintain the roads to the shrines in their former condition was negatived as unpractical. The chief object of debate has been to determine whether the people shall be represented by the *Kuchos* and *Kochos*, owing their appointments to the Government, or by members of their own body elected by themselves. On learning that the question had been decided in favour of the former the deputations from the Kens, who had accompanied the Governors, met together at the *Kofuku Anzen* Hall in Yedo and there determined to petition the Government against this resolution, expressing a strong conviction that the representatives should be elected by the people. The petition was signed by twenty-four persons of twelve different kens. The official closing of the session took place on the 17th July.

The *Nichi Nichi Shimbun* gives the following account of the opening of the native Christian Church on July 10:—The Christian Church newly erected in Water-street, Yokohama, was opened at two p.m. This church has been erected by the American Missionary Ballagh, and has been called the "Church for Japanese public meeting." It is intended to accommodate 500 to 600 persons. The style of architecture is that of a European church. There was a prayer for the continuance to all ages of the Imperial throne, and that the Japanese people might learn to believe the Scriptures, to repent of their sins, and to serve the Lord with new heart, and for the gradual spread of this religion throughout Japan. Last of all a translation into Japanese was read of a prayer sent by a Chinaman, member of a Christian congregation at Amoy, giving thanks to God that in his mercy the dispute which existed between China and Japan regarding Formosa was soon peacefully settled. It is said there were about 900 Japanese present, and about 100 Europeans.

Warned by last year's losses, says the *Nichi Nichi Shimbun*, the producers of silkworms' eggs have formed themselves into companies for the purpose of regulating the supply for the present season. The heads of these companies have held a meeting, at which it was resolved that the supply of cards for the eggs should be limited to 1,730,000, to be divided among the companies, one-half being for exportation, and the other half for home consumption. This quantity, after some consideration, was reduced to 1,500,000.

Owing to the severe floods in the Niigata ken, the price of rice, barley, and all cereal crops has largely augmented in that district. In reference to the floods, the *Hochi Shimbun* observes that in Koshu and Shinshu the water has now subsided considerably, although a large amount of damage has been done by the floods in several low-lying towns and villages of these provinces. Heavy floods are also reported from the Nagasaki and Shirakawa ken.

The *Kaitakushi*, or colonisation department of Yedo, is making

further efforts to bring about the settlement of that portion of the island to which its experiments have been hitherto directed. A large body of labourers has been despatched to the colonial head-quarters at Sapporo, where they will be employed in farming operations.

General Rasloff, Danish Envoy to the Court of Japan, was honoured with an interview by the Mikado on the 12th July, and was subsequently entertained by H.I. Majesty's Ministers at the Palace of Hamagoten. The *Daijin* and *Sangi* were present.

The usual monthly number of the *Japan Punch* is scarcely equal to the average of merit of the artist's performances. It is clear, however, that suitable matter has been wanting, and there is no making of bricks without straw.

It is rumoured that the editors of certain newspapers—the *Nichi-Nichi*, *Choya*, *Hochi* and *Akebono Shimbun* are those named—will shortly be summoned before a court of investigation to answer, it is suggested, a charge of violating the newspaper laws.

Rear Admiral Ryder arrived in the *Vigilant* on the 27th June, and accompanied by a number of English naval officers had the honour to be presented to the Mikado on the 13th July.

The native newspapers refer to a prevalent mania for suicide, which they attribute to the heat of the weather.

The following additional directions to bearers of passports granted by H.B.M.'s Minister to British subjects have been issued by the Japanese Government:—

If the bearer does not commence his journey within thirty days from the date of his passport he must return it. If the bearer, while in the interior, finds that he cannot complete his journey within the time named in the passport he must inform his Minister by post of the reasons which prevent his doing so. Refusal to produce this passport to any local officials, such as *Kuchō* or *Kochō*, or to any policeman demanding it, renders the bearer liable to arrest. He should also show his passport to the landlord of any inn at which he may lodge. The bearer must surrender this passport on returning to the port or place from whence he set out, even if he has not visited all the places named in it. A new passport is required for every fresh journey. The bearer, while in the interior, is forbidden to shoot, to trade, to conclude mercantile contracts with Japanese, and to rent houses or rooms for a longer period than his journey requires. The passport is not transferable. Any breach of these directions will be reported by the Japanese Government to the Foreign Minister, and the person so offending renders himself liable to be refused a passport at a future time.

HIOGO-OSAKA.

Our advices extend to the 12th July; the P. and O. mail from London May 14 was received on the 5th July. The following items of intelligence are from the *Hiogo News*:—

The Chinese Commissioners who are in this country on a tour of inspection of the mines arrived in Kobe on the 28th June, by the *Niigata-maru*. They put up at a house in the Native Town formerly used by Tuck Sung's Bank. Finding the heat too oppressive, they retired to one of the houses by the Water-fall, leaving their property in charge of the owners of the house. The next morning a chest, containing valuable clothes, some money and the all-important Mandarin Seal which marked their rank and official position, was gone.

H.M.S. *Vigilant*, bearing the flag of Vice-Admiral A. P. Ryder, arrived here on the 26th June, from Nagasaki, and was saluted by the U.S. corvette *Monocacy*. Colonel Horace Brown, of the late Yunuan Expedition, and Mr. W. F. Mayers, Chinese Secretary to the British Legation at Peking, were on board as passengers. She left for Yokohama next morning.

An extraordinary meeting of the Municipal Council has been held, at which the terms on which the Japanese Government is now prepared to hand over the recreation-ground, and which had been agreed to by the native authorities and the foreign Ministers, were accepted by the Council.

On the evening of the 6th July, while Mr. Ellman was sitting in front of his store in Division-street, a thief entered his premises from behind, went upstairs and stole \$270 out of a box, the lid of which he prized open; he got clear off with his plunder, and we believe no trace has been discovered of his whereabouts.

The annual general meeting of the subscribers to the International Hospital was held on the 7th July, when in addition to the usual business the Small-Pox Hospital was taken over and amalgamated with the International.

The 20th June, being the anniversary of the Accession of Her Majesty Queen Victoria, H.B.M. gunboat *Frolic* and the U.S. corvette *Monocacy* dressed ship on the following day, and the latter fired a royal salute at noon.

No. 120, on the hill, consisting of 371 tsubos of land and a two-storied house and bungalow, has been offered at auction and knocked down to Mr. S. P. Galliver for Mex. \$1,600.

Pillar letter-boxes are being erected on the Concession, one being already in position at the South-west corner of the Public Park and another at the corner of lot 31, opposite the Municipal Building.

CHINA.

PEKING AND TIENSIN.

The *Peking Gazette* of the 20th June contains a curious acknowledgment of a gift of Tls. 20,000 by the late Customs Taoutai at Tientsin, in aid of the military requirements at Chihli. It is easy (says the *North China Herald*) to conceive the impoverishment of the exchequer caused by the lavish outlay upon forts and munitions of war, which has characterised Li Hung-chang's administration of the province. The present donation comes as a rather curious commentary on the Taoutai's late effort to place exactions on the trade of Tientsin, greater than even the long-suffering Chinese would tolerate. Is the present gift an earnest, then, of his genuine desire to help the finances? We scarcely have so much faith in Mandarin patriotism; and suspect it is rather intended to defeat some hostile criticism, or to smooth the way to another post. In any case, we have renewed evidence from the Viceroy's own mouth of the impoverishment which all these warlike preparations are entailing. And what good will they be? There are plenty of ways into China besides the Peiho, and the smallest European State could march an army to Peking to-morrow, if it were worth its while. China's greatest strength is her weakness and stupidity, which made Lord Elgin pity while obliged to coerce her; and a liberal policy would be a far greater protection to her than Taku forts and Armstrong guns, which will always be degrees weaker, and many degrees worse served, than the armaments that will be brought against them if her officials invite war.

The *Peking Gazette* records the termination of the little insurrection in Tientai, near Ningpo. It will be remembered that the people rebelled against certain excessive taxation, banded themselves together, and took refuge in the hills; some of them appear now to have come in, and the others to have been overcome.

It is reported that the Chinese officials at Tientsin are dissatisfied with the awards of the United States Consul in the cases of the *Shantung* and *Chihli* collisions with junks, and that the matter is likely to be appealed. The Chinese have a rumour that the officials are annoyed about the torpedoes they have been lately getting from Denmark for the Peiho; that they understood they were getting them as a present, and have been since asked and consented to pay for them.

In the *Peking Gazette* of the 24th June there is an announcement that Ting Jih-chang, who was on the 10th June appointed by Imperial decree Assistant-Commissioner for Foreign Affairs at Tientsin, had had an audience of the Imperial Regents to take leave and to receive commands before departing. A Tientsin correspondent reports the arrival of Ting Jih-chang and his having taken up his quarters in the Yamun of the Governor-General.

H.M.'s gun-vessel *Mosquito* arrived at Tientsin on the 29th June, and a Russian gun-vessel was daily expected.

SHANGHAI.

The present mail brings advices from this port to the 11th July; the French mail from London May 21 was received on the 5th July, and the following P. and O. mail of May 28 arrived out on the 8th July. The following summary of news is from the *North China Herald*:—

On the 9th July, at H.B.M.'s Consulate, Mr. Medhurst, H.B.M.'s Consul, sat with the Taoutai of Shanghai and Mr. Davenport, to continue the investigation of the claims for compensation by the relatives of the Chinese passengers and crew drowned in the collision between the steamers *Fusing* and *Ocean*. The investigation was conducted under written protest from Captain Brown, the defendant, that the Court had no jurisdiction. The list of claimants was called over, and was objected to by Mr. Wainwright and Mr. Hannen on the part of the defendant, on the ground that the names had not been properly verified. Mr. Drummond, for the plaintiffs, defended the jurisdiction of the Court, and applied that the *Ocean* should be arrested and held to bail pending the settlement of the claims, and also that she should be condemned in all costs. At its rising the Court adjourned until the 12th July.

On the 5th July the Supreme Court was occupied nearly the whole day listening to arguments for and against an application for bail, the case being another arising out of the apparently in-terminable proceedings in respect of the collision. The application was made by Mr. Wainwright and Mr. Hannen, who, on behalf of Mr. Peter Denny, the owner of the *Ocean*, offered Tls. 41,355 on the security of two sureties, for the release of the *Ocean*, she being now ready for sea again. The application was resisted by Mr. Drummond and Mr. Eames, on the part of the owners of the *Fusing*, on the ground of insufficiency, and the possibility that still further claims were pending against the *Ocean*.—Sir Edmund Hornby delivered judgment on the 8th July. The *Ocean* is to be released upon security not exceeding £8 per ton of her gross tonnage—besides security for the costs of the appeal. We understand that the case is to be appealed to the Privy Council by both parties. The *Ocean* has lodged security in the Supreme Court for her appeal, and the *Fusing* is said to

contemplate a cross-appeal. In the inquiry before the Registrar and merchants, a compromise has been effected as to the value of the effects of the drowned Chinese passengers; we are not aware on what terms.

A sad event occurred on the 4th July in one of the London Mission Chapels inside the city. Service had been held there in the forenoon as usual, and there was no sign of disturbance whatever. As Messrs. Muirhead and Barrett were proceeding in the afternoon to a chapel in another part of the city they were informed that the doorkeeper of the former place had been killed. They went at once, and found an immense crowd inside and outside the building, and in a state of great excitement. On getting into the chapel they saw two bodies lying on the floor, one quite dead, and the other weltering in blood, with a knife at a little distance from him. The former was recognised to be the doorkeeper, who had received in the hand, stomach, side, and heart several deadly cuts, which must have caused immediate death. The latter was breathing, yet presenting a ghastly appearance; his mouth was filled with blood, which seemed to be streaming down on either side. There was a wound in his stomach, and a heavy gash in his neck, near the artery. No one knew who he was, but after a while he began to articulate, and said he was a friend of the deceased, who had happened to come into the chapel, and while there a third party entered, who began to fight with the doorkeeper. On his endeavouring to interfere he also received several wounds, and in the meantime the person escaped. Dr. Johnson came shortly afterwards, and offered to attend to the case in the Chinese Hospital. On the arrival of the Che-hsien an official examination took place, when the wounded man repeated a story similar to the above. The impression is, however, that it is utterly without foundation, and the appearance of the man, as well as the circumstances of the case, are altogether very suspicious. At present there is no way of accounting for the deed. The deceased was upwards of sixty years of age, and the wounded man is little more than twenty. He is now in the hospital, with every likelihood of getting better, when another examination will take place, and the truth probably be arrived at.

The anniversary of the Declaration of American Independence was celebrated on the 5th July instead of the actual date, which this year happened on Sunday. Salutes of cannon were fired in the morning, and all the United States ships in harbour were fully dressed with flags. At noon also, in accordance with an annual custom at this port for the last twelve years, the Declaration was read by O. B. Bradford, Esq., Deputy Consul-General, in the presence of several well-known American residents, who, we believe, drank to the future prosperity of the Great Republic, and the success of the approaching "Centennial," in bumper of champagne. The day was observed as a holiday, and at night there were the usual illuminations, fireworks, crackers, music, and interchange of visits.

A sad case of drowning took place on the 9th July. Mr. Thomas Gilman, third engineer of the steamer *Lord of the Isles*, in company with the third officer, went for a swim in the river. Suddenly Mr. Gilman disappeared, but rising again shortly afterwards, was seen to make great efforts to reach a buoy. The tide was too strong, and he sank within a few feet of assistance, which Capt. Tucker and some sampans who saw his distress were hastening to render. Deceased was very much respected by all on board.

Two Ningpo coolies employed at the Hongkew Wharf have been drowned in the Hongkew Creek. The men had been bathing, and were in the water for more than half an hour. Suddenly one of them called out that something was pulling him down; his companion went to his assistance, and he also went under. Some sampan men then rendered their assistance, and with their poles recovered both bodies; medical attendance was promptly obtained, but in both cases life was extinct. Another case of death by drowning is also reported at the Hongkew Police Station. A Chinese lad, aged fifteen, in company with some others, was bathing in the Hongkew Creek; he got out of his depth, and his companions, instead of rendering him any assistance, ran away and left him to his fate.

H.M.S. *Thalia*, with Mr. Medhurst on board, has returned from Chinkiang. The sentence predicted by our correspondent in the letter we published last week has been realised. Four of the ringleaders in the attack on the Consulate have been bamboozled, and are to be caugued in front of the Consulate. Four other offenders are also to be punished, and a warning proclamation on the whole incident is to be issued.

We learn from Hankow that M. de Roquette, Chief Secretary of the French Legation, arrived on the 1st July from Szechuen, where he has been for six months obtaining satisfaction for the murder of a French priest some time ago. He is said to have had much difficulty, but he got full satisfaction in the end. The Chinese are to pay Tls. 40,000 to the mission, and execute the surviving murderer; at least such is the understanding.

The judgment of the United States Consular Court, in the case *Henderson v. Thorndike*, is completely in favour of the defendant; and the Court even holds that the defendant deserves credit for having exercised, after the loss of the tea security, great pains, without charge to the petitioner, to make the petitioner's loss as

small as possible. It dismisses the petition with costs against the plaintiff.

Messrs. Grosvenor and Baber have left for Hankow. Connecting their departure with the appointment of Li Han-chang, we presume it is intended that they shall travel to Yunnan with him. This will at least guarantee their safety, and prevent the misconception that would have arisen from their travelling with Sung Pao-hwa. Still, we should have preferred to see the British delegates enter Yunnan from India independently, and with a fitting escort of British troops; and we can now only hope that the much required display will be made by the despatch of a separate mission from Rangoon, with all the requisite circumstance. It is said that Li will take with him one of the members of the old Burlingame Mission, and will start in about five weeks.

Two Chinamen residing in this Settlement, and between whom, about twelve months ago, a quarrel took place, but which was supposed to have been made up, went together into the native city on the 3rd July to chin-chin joss. While there the quarrel appears to have been renewed, how is not yet stated, and near the joss-house one of them stabbed the other, who died shortly afterwards. The murderer is in the custody of the city authorities.

A Chefoo correspondent mentions an extraordinary rumour that the Chinaman, for killing whom Fawcett was tried there last year and acquitted, is actually alive near the Shantung Pro-montory, and was only wounded, and not killed as the mandarins stated.

The subjoined additional items of intelligence are from the *Celestial Empire*:-

A squadron of Chinese gamblers appeared on the 3rd July before the Mixed Court magistrate, brought up by the Hongkew police, not only for indulging in their favourite vice, but for allowing its hazards to lead them into a fight, which seems to have caused no small disturbance in the neighbourhood. The combatants being unprovided with munitions of war, sacked two shops, kept by a dealer in second-hand goods and a rice-seller, using their portable contents as weapons and missiles. A good many people were more or less "spoiled," says our informant, in the fray. Most of those who appeared said they were only walking by, or were looking after friends—denying that they were personally engaged in the fight. They were accordingly permitted to go, finding security that they would appear again if wanted. Three of the prisoners, however, being proved gamblers and ringleaders, were ordered to be sent into the city to be dealt with by the Che-hsien.

Another story of robbery with violence comes from a place named Kwan-yin-dong, about two hundred *li* from Shanghai, at the back of Kwen-shan. At this place, which is on the boundary of the provinces of Kiang-su and Chekiang, there is a barrier-station, with a mandarin, clerks, and attendants, seven in all, to conduct the revenue business; and an Imperial gunboat to guard the office, with a crew of thirty-two men. One night the sacred precincts of the Custom-house, Toll-office, or whatever may be its true designation, was attacked by about thirty desperadoes, thought to be creek-pirates by profession. The mandarin and his retinue were far too frightened to make any resistance; the gunboat remained silent and inactive, its crew being paralysed with terror; and the robbers sacked the premises, and carried off a booty of sixteen hundred dollars.

The second performance by the Wind Instrument Society in the public garden was more numerously attended than any previous one. The defective illumination was provided against in a most public-spirited manner by Mr. Saunders, who kept a lime-light of great brilliancy playing almost continuously over the scene, and produced the most curious and pretty effects, especially when it streamed across the lawns in a broad belt of light and fell upon the well-clipped hedges and the moving crowd. The music was exceedingly well rendered, and the selection from "Cox and Box" was greatly appreciated, reflecting much credit upon Mr. Bernard, who had arranged it for the orchestra.

Between five and six o'clock on the morning of the 3rd July two shops in Maiden-lane, Laou-ke-cheong, fell down; and four men, we are told, were very severely injured. These had long been known to be in an unsafe condition; and there are many other shops and houses in the same neighbourhood that are in so dilapidated a state that they may fall into ruins any day.

HONG KONG.

Our advices by the present mail extend to the 17th July; the French mail from London June 4 was received on the 11th of July, and the following P. and O. mail of the 11th June arrived out on the 16th July. The following items of intelligence are from the *China Mail*:-

The cargo on board the steamer *Carisbrooke* has been landed and placed in the godowns of Messrs. Russell and Co., but the shippers refuse to take delivery of their goods by signing a bond for the value of the cargo. We also understand that the shippers have brought actions in Singapore against the owner of the steamer, and that the manifests have in some cases been sent

back to Singapore for the purpose of proving the claims. The *Carisbrooke* has been taken up on a slip at West Point to undergo repairs of the damages inflicted by the shots of the *Peng Chao Hai*. An examination of the hull shows that the shots aimed at her were not quite so accurately directed as was supposed. The second angle iron of the frame from aft, on the starboard side, was shot away. Two cargo battens on the port side (opposite the broken plate) were splintered to pieces, and several bags of seeds were burst, some of the cargo being damaged by the sea a water which entered through the hole in the side. Amongst the cargo were found about twenty pieces of the broken plate and four pieces of the angle-iron frame; and on the port side opposite, and about fourteen feet from the broken plate, were several pieces of conical shot, the largest weighing 11 lb. Had it not passed through fourteen feet of cargo it would have gone out at the other side of the vessel. Without therefore pretending to say the extent to which the shot fired deflected from its intended course, the results above noted by the official surveyor show that more than the rudder and rudder post was hit. So that altogether the, doubtless innocent, intentions of the amateur gunner were hardly carried out in a satisfactory way. We have already expressed our opinion of the act and its justification; but the evidence taken at Canton does not appear to have made known the actual facts of the case. Aiming at a rudder is one thing, and hitting a main beam is another.

The report of the directors of the Hong Kong, Canton, and Macao Steamboat Company, to be presented at the meeting on the 20th July, is as follows:—

The accounts herewith presented show that after paying running expenses, salaries, premia of insurances, repairs, and commissions, and loss of the *Poyang*, there remains, including \$19,601.64 brought forward from last half year, an amount of \$53,854.79 available for distribution. The directors recommend that \$36,000, or 6 per cent. on the capital, be paid as dividend on the half year, \$4,247.30 to Reserve and Depreciation Fund, making that fund \$150,000, and \$2,500 be devoted for their remuneration, leaving \$11,107.49 to be carried forward to credit of new account. Of the funds in reserve the sum of \$28,720.42 has been invested in Chinese Imperial Government Loan Bonds. The directors have entered into an arrangement with Mr. Quok Acheong to pay him a monthly subsidy of \$2,400, but this is subject to notice of immediate cancellation upon opposition being started against the Company.

An extraordinary meeting of shareholders was held on 30th April last, in consequence of the failure of Messrs. Augustine Heard and Co., whereat it was resolved, almost unanimously, to carry on the company under the sole control of the directors, with a paid secretary, and to have the necessary Articles of Association altered, and brought for approval at a special general meeting of shareholders to be held for that purpose. The directors have called an extraordinary meeting, and have circulated to all shareholders a copy of the alterations required to meet the wishes of the shareholders as expressed at that meeting.

The sad loss of the steamer *Poyang*, together with their old servant, Captain Carroll, part of the officers, crew and passengers, is already known to the shareholders, and is much regretted by the directors. The total amount of loss sustained by the company is deducted from the present half year's profit and loss account, as will be seen by the statement. The new steamer *White Cloud* was launched on the 5th instant, and will probably be ready for work in about two months.

A meeting of thirty-one residents has been held in favour of the newly-started Humane Society. The meeting, though by no means so large as the subject deserved, may be taken to evidence the fact that some interest exists as to its objects. Amongst those present were the Hon. P. Ryrie (in the chair), Messrs. J. F. Cordes, Gillies, Tonnochy, Crawford, Cox, Ede, Wilson, Capt. Bradshaw (80th), Dr. Adams, Danby, Notley, H. W. Davis, Capt. Cairns, Gair, Dr. Dennys, McEwen, W. Morgan, Kruse, Cumming, J. K. Davis, Preston, Taylor, C. C. Cohen, and many others. The Chairman having stated the objects of the meeting and advocated their support, stating that in his opinion no very extensive apparatus was necessary to start with, the Society was duly constituted on a motion of Dr. Adams, seconded by Mr. Taylor, under the title of the "Hong Kong Humane Society," and a committee was chosen to draw up regulations, and submit them to a subsequent meeting.

A secret society has been found to exist in a place called Shek Kong village, in Sui Chew district, Namhoi, and the revelation causes no little dismay to the authorities at Canton. The society is presided over by a woman styling herself the Pak Lin Sing Moo, or the Goddess of the White Lotus. Her staff of officers consists of sixteen spiritual generals and twenty-four aides-de-camp. This lady is known as Lee Kwok She, and holds her levee in the night time on the grave of Prince Mok, a native of China who flourished towards the end of the last dynasty and was created a prince by the King of Annam, whither he had gone to trade. At present the followers of this sect are not very numerous, but are growing rapidly, so much so that the gentry of the place have thought it necessary to petition the provincial authorities. On the receipt of this report they at once secretly despatched several hundred soldiers to the place with the view of crushing out this little congregation, but with what success it has not been known.

Some men belonging to the Austrian frigate *Friedrich* appear to have met with rough treatment at Sibuco, in the Sooloo Sea. A boat was sent ashore, the flag of which was mistaken for the

Spanish, and the natives fired upon the crew with sumpitans or blowpipes, carrying small arrows, killing three of the *Friedrich*'s men. Several others were struck with these irritating weapons, but fortunately the arrows not being barbed were easily extracted. The German steamer *Augusta*, which is running between Labuan and the East Coast, brought down the boat's water casks, and are promised the boat itself next voyage. The *Friedrich* has gone to Singapore to coal, and to wait for the cholera to abate, when she will return and exact satisfaction from the ruler of the territory. If this is not accorded she will, it is said, seize a strip of territory as security.

The *Gazette* notifies the approval of the Secretary of State of the appointment of Mr. A. Lister as Postmaster-General. Mr. Wagner's appointment as First Clerk and Accountant in the Police department is also approved. It also notes that Taro Ando, Vice-Consul for Japan, has reported his resumption of the duties of the Vice-Consulate at this Port.

The following account, duly certified, of the average amount of Bank notes in circulation and Specie in Reserve during the month ending 30th June is published in the *Gazette*:—

Banks.	Average Amount.	Specie in Reserve.
Oriental Bank Corporation	\$499,471	\$250,000
Chartered Mercantile Bank of India, London, and China	612,650	205,000
Chartered Bank of India, Australia, and China	471,330	175,000
Hong Kong and Shanghai Banking Corporation	1,432,497	600,000
Total...	\$3,015,948	\$1,230,000

The search for the *Japan's* treasure does not appear, from all we can hear, to progress very satisfactorily. The only thing certain seems to be that a paddle-box has been grappled, but as that is disconnected from the hull, a knowledge of its whereabouts amounts to but little. The parties searching, however, deserve much credit for their perseverance, and will, we hope, finally succeed.

News has been received that a very destructive fire occurred on the 15th June at Canton. It originated, shortly after nine o'clock, in the shop of a joss-stick manufacturer named Sam Shing, in Yeong Yan Lee, Tah Tung-street. It spread with great rapidity, and was not extinguished till 5.30 next morning. The number of shops destroyed is roughly estimated at from 150 to 160.

In the Supreme Court the Chief and Mr. Justice Snowden have each delivered a lengthy judgment in the long pending case of Landstein against the King of Annam. Both judges concurred in dismissing the motion for damage for wrongful seizure of the *Dang Wee*.

An interesting report by the Surveyor General on fresh schemes for increasing the water supply of the colony has been published.

Gambling still flourishes at Canton, and the Waising lottery is being revived under official patronage.

The *Overland Trade Report* supplies the following items of intelligence:—

The Marine Court of Inquiry into the loss of the British steamer *Poyang* during the typhoon of the 31st May has delivered its finding. The Court is of opinion that no blame is attributable to the master or officers of the vessel, and that everything appears to have been done that was possible to save her, together with the lives of the passengers and crew. There was no evidence to show that the *Poyang* was other than sound, or that there was any defect in her machinery at the time of her loss. The Court was of opinion that vessels of this build were not suitable for the Macao trade during the south-west monsoon.

There is an impression abroad that the recent murder of Mr. Blacklock at Foochow was promptly investigated by the native authorities, and that several arrests of suspected persons were effected. The *Foochow Herald* is informed that the criminals are still at large, and that, beyond depriving two mandarins, civil and military, of their buttons, nothing has been done in the matter. The smugglers are crowing over their victory, and the authorities are apparently powerless; more probably, indifferent.

A new steamer for the Hong Kong, Canton, and Macao Steamboat Company has been launched at Hong Kong. She is designed to take the place of the *White Cloud*, wrecked at Macao during the great typhoon of September last, and has received her predecessor's name. The new *White Cloud* is of 652 tons burthen, and measures 200 feet in length. She was constructed at the shipbuilding yard, West Point, Hong Kong.

A meeting of the shareholders of the China Traders' Insurance Company was held at their office, Queen's-road, Hong Kong, on the 5th July, at which the resolutions passed at the last meeting were unanimously confirmed. At the meeting on the 21st June the Chairman proposed that the interest on paid-up capital should be at the rate of 6 per cent. per annum, but it was subsequently agreed to be 8 per cent. per annum.

A meeting of the Legislative Council was held on the 13th July, when the Steam Launch Ordinance as amended was passed. It transpired at this meeting that there was a notice already in

existence requiring steam launches of fifteen tons burden to carry lights. The Marine Stores Ordinance was, after some discussion, and the elision of the eighth section, passed, and the Council then adjourned *sine die*.

Rumours are afloat among the Chinese of Foochow that fresh difficulties are brewing with Japan on the Loo-Chooan tribute question.

Straits Settlements.

SINGAPORE.

The present mail brings advices from this port to the 24th July; the French mail from London June 18 arrived out on the 17th July, and the following P. and O. mail of 25th June was received on the 23rd July. We take the following items of intelligence from the *Straits Times*:

Considerable consternation was caused in the mercantile community on the 22nd July by the issue of a circular from the P. and O. office announcing that should the homeward mail steamer arrive before 10 A. M. on the 23rd she would be despatched the same afternoon. It was settled some time ago by the Postmaster-General in London that the steamer, when not behind her due date, should remain here twenty-four hours, and this rule had been uniformly observed by the P. and O. Company ever since. The P. and O. Agent, however, contended that by the amended contract recently entered into, the P. and O. Company are bound by no such obligation, and Singapore being merely an "intermediate port," he was under instructions to hasten the steamer's departure whenever possible. The question was settled in the present instance by an official requisition to have the steamer detained; as it turned out, the steamer did not arrive until the eveing of the 23rd, but the circular has nevertheless caused serious apprehension of future inconvenience.

If the Postmaster-General at home has omitted to include in the new mail contract the former condition regarding the detention of the mail steamer at this port, it is obviously important that the error should be rectified at once. Singapore, though it may be an "intermediate port," so far as the P. and O. Co.'s branch lines are concerned, is yet an important mail centre. Mails from Australia, Java, Manila, Siam, and all parts of the Eastern Archipelago, concentrate here, and have to be sorted in, and forwarded from, the Post-office, besides an enormous amount of local mail matter, and it is impossible for the Post-office to get through the work in the short time proposed to be allowed by the P. and O. Company, even supposing the Java and other mails to arrive in time. Further, the arrival of most of these mails is timed to arrive with the P. and O. Co.'s advertised dates, and serious inconvenience would be entailed on the communities of those numerous and important out-stations were their mails detained here a fortnight through the premature departure of the homeward P. and O. mail steamer. A letter from the P. and O. agent on this subject declares his fixed intention to accelerate the departure of the steamers whenever practicable. The matter is one of great public importance, and should receive the immediate earnest attention of the Postmaster-General in London, in order that the question may be satisfactorily settled.

The Criminal Assizes closed on the 20th July. There were two murder cases, in one of which the prisoner was found guilty and sentenced to death, and in the other a verdict of acquittal was given, the prisoner having clearly acted entirely in self-defence. There were an unusually large number of cases of cutting and wounding and murderous assaults, in which very severe sentences were passed, and it would appear from the complexion of the calendar that crimes of violence have become of alarming frequency here.

The Governor-General of the Philippines has authorised Mr. John J. Cassells to act as British Vice-Consul at Ilo Ilo, instead of Mr. D. Munn.

The Philippine Bank at Manila has declared a dividend of 6½ per cent for the first six months of the present year.

The Governor has appointed Mr. G. C. Harman, the Assistant Postmaster in charge, to be Acting Postmaster-General, with the half salary attached to that appointment from the expiry of Mr. Trotter's three months' leave of absence. This appointment is, we understand, a temporary one, until his Excellency decides definitely what course to pursue with respect to the vacancy. It is, however, an act of justice for which his Excellency deserves credit, and the appointment will meet with the approval of all who have business with the Post-office. It is to be hoped the satisfactory manner in which Mr. Harman has so far carried on the work will ensure his retention permanently in the office.

Sir William Jervois, accompanied by Mr. Swettenham, left in the *Pluto*, on the 12th July, on a visit to the native rulers of the States on the East coast of the Malay Peninsula, and returned to this port on the 23rd July. No particulars of the trip have yet been made public.

At a meeting of the Singapore Sporting Club, held at the Exchange Rooms, it was resolved to hold an autumn race meeting in the early part of November, and the stewards were requested to prepare a programme, to be submitted for approval at a subsequent meeting of the club.

According to the Manila *Comercio*, the number of large commercial vessels that entered the port of Manila during 1874—was as follows: Spanish, 94 vessels, including 20 steamers, of 31,509 tons burden. Foreign, 131 vessels, including 26 steamers, of 18,704 tons. The departures of the same class of vessels during the year, amounted to 99 Spanish and 124 foreign ships.

As the Spanish mail steamer *Panay* was leaving Manila for Singapore, owing to some defect in her steering gear, she deviated from her intended course, came consequently into collision with the *Marques de la Victoria*, a Spanish man-of-war, and destroyed her dead works on the starboard side. The *Panay* anchored again after the collision, but was ordered to proceed to Singapore by the harbour-master.

Captain Walshe, Magistrate of Police, returned to the colony on the 17th July, and resumed the duties of his office, Captain Douglas, who was acting in his place, has taken up the duties of his appointment as Second Magistrate.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—The market continued dull and without change. An exception, however, may be noted in favour of Grey Shirtings, which found buyers readily at low prices. In other respects quotations were nominal.

TIENTSIN.—A moderate trade only is reported.

HANKOW.—There had been little or no improvement in the position of the Piece Goods Market. Transactions had again been of the most limited character, and generally there was no change to notice in rates, which in most cases were quite nominal.

CHINKIANG.—Messrs. Spencer and Wolff report:—The lower range of prices established in the Shanghai market has so weakened the hands of holders of Grey Goods here that they have been compelled to submit to a similar reduction. A fair demand still exists for 8½ lbs. Grey Shirtings at quotations; T-Cloths, however, are but little inquired for. Some settlements of heavy Shirtings have been made during the week at prices which show a fair margin on Shanghai rates.

SHANGHAI.—The Chamber of Commerce Circular says: Cottons.—Until within the last day or two the fortnight has been dull and inanimate in the extreme. There has been no disposition to do more than supply the barest requirements, notwithstanding the inclination of holders to meet buyers. Two days ago, however, tempted by the pressure to sell evinced by one or two importing houses, the trade stepped in, and concluded purchases of 8½ lbs. Grey Shirtings to a large extent, at a reduction of 5 to 8 cands. per piece; Dewhurst's Eagles being done at Tls. 1.8.5, and other chaps in proportion. The effect of this movement has been to unsettle the market completely for the time. Buyers are not indisposed to go on, but seem to expect still better terms, while holders, as a rule, prefer to look on, and watch the course of events. 7lbs. Shirtings have been in very moderate inquiry, only the commonest goods being at all freely current at low rates. Heavy weights: 9½ to 10 lbs. have been resold sparingly at Tls. 2.6.2 to 2.6.5. White Shirtings continue very quiet. Prices are nominally about 5 cands. lower, but it would be difficult to force sales. English Drills, after being sold freely at previous rates, seem to have gone out of demand for the moment. Jeans have been offered very generally at a reduction of about 1 mace per piece, and business to a moderate extent has resulted. T-Cloths are only in moderate supply, and sales not being forced quotations are perhaps more steadily maintained. The business done, however, has not been extensive. Fancy Cottons unchanged. Woollens, &c. in fair demand at former rates. Sales chiefly at auction.

FOOCHOW.—Sales were reported of 500 pieces 7 lbs. T-Cloths at \$1.875 per piece. Lead was quoted at \$8.25 per picul cash, and \$9.00 per picul against tea.

CANTON.—There had been a slight improvement in the value of Lead, and quotations closed at \$8.40 to \$8.50 for L.B., and \$8.55 to \$8.60 for W.B.; sales for the fortnight had been 800 piculs common quality, and 200 piculs W.B. Quicksilver was quoted \$124 per picul.

HONG KONG.—The arrivals during the interval besides the mail steamers had been the s.s. Erl King, Glengyle, Gaelic, Argyll, Priam, and Glenroy, bringing full supplies of manufactured goods for this market and the North. There had been a dull and dragging market during the fortnight, with more pressure to sell on the part of the importers, of which the Chinese had taken advantage to obtain further concessions, while the transactions reported were upon the same limited scale as before. At the outports there was little or no inquiry.

BANGKOK.—The market had been very quiet. The only demand had been for Turkey Red Yarns (12lb., No. 40), of which the stock had been cleared at 290 Tic per bale.

BATAVIA.—The market had been visited by dealers from the coast and the interior, and although the total of their purchases was not considerable still a greater amount of business in some articles was transacted than had been the case of late. Owing to the lower quotations at home, importers had met the demand more readily, and were willing in most instances to concede a little in prices in order to effect sales.

SINGAPORE.—The market had been very quiet during the fortnight; demand generally had been dull, excepting for T-Cloths (6 lbs. especially), for which there had continued a good request, and fair sales had been made. Grey Drills and Madapolamans of light weight, of which stocks were small, were also saleable.

PENANG.—The market during the fortnight had been exceedingly quiet, and transactions had been very limited. There had been no special demand for any particular staple, and prices were generally unchanged.

EXPORTS.

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TEA.

YOKOHAMA.—The market had been rather brisk, settlements for the closing week amounting to 4,300 piculs. Rates had been rather stiffer after departure of last mail, but closed quiet. The arrivals since the 10th July amounted to some 7,500 piculs, and stocks on hand were about 12,000 piculs. The general character of teas shown was rather inferior, and far from equaling average quality offering at the same date last season. The T. A. Goddard had obtained a full cargo for New York. Current rate of freight £2 per 40 cubic feet. Quotations:—Common, \$20.00 to 23.00; good common, \$24.00 to 26.00; medium, \$27.00 to 30.00; good medium, \$31.00 to 34.00; fine, \$35.00 to 37.00; finest, \$38.00 to 40.00; choice \$50.00 (very scarce and quotation nominal.)

HANKOW.—Messrs. Evans Pugh and Co.'s Report says:—Second crop Teas have been arriving freely of late, and up to the present time about 36,000 chests have come to market. The quality of them is generally considered unsatisfactory. The appearance is pretty fair, but the liquor, though not wanting in strength, is poor in quality, and the leaf after infusion is dark. Teamen having asked higher prices than most buyers were prepared to pay, the business transacted has been on a moderate scale, only about 12,000 chests being reported as settled within the last fortnight. The few first-crop that have been sold have in some instances shown rather better value. Second-crops have brought from Tls. 17 to 23½ per picul, against Tls. 17 to 25½ last season. Total arrivals during the fortnight have been about 44,000 chests, against 53,000 chests during the same period last year. Shipments for sale in Shanghai show a considerable falling off, as will be seen from the figures given below. Quotations are:—For fair to medium Oopacks Tls. 18.25 to 25.00, against Tls. 17.00 to 25.50 at same date last season; Oonfas, Tls. 16.50 to 24.25, against Tls. 17.00 to 23.75; Oonahms, Tls. 12.00 to 20.50, against Tls. 13.00 to 20.50. Settlements to date are, 323,992 chests, against 265,391 chests in 1874. Shipments on Native account, 46,450 chests, against 78,985 chests. Contracts, 804 chests, against 4,020 chests. Stock is estimated, at 11,240 chests, against 7,946 chests.

SHANGHAI.—The Chamber of Commerce Reports as follows:—Black: Settlements during the interval have again only reached about half the total of those during the same period of 1874. The business on the whole has been uninteresting. "Common Teas," during the early part of the fortnight, were again a little cheaper, but all other kinds have realised full prices. There are very few first-crop Teas left in stock. Second crops have arrived in quantity during the last few days. As a rule they are poor and pointless in the cup, and dark in infused leaf. A few 2nd Ninghows have been bought at Tls. 30 and 31, but no settlements of Hankow Teas are reported, though one chop Yung Lao-tung is said to have changed hands at Tls. 23½. Settlements for the fortnight, 14,469 chests; reshipment on owners' account, 8,275 chests; stock, 30,300 chests. Green: Stocks have accumulated to a considerable extent. No real offers are being made, but the figures named by foreigners as those at which business might result are so very far below the cost of the Teas and the ideas of owners that there is little likelihood of an opening of the market for some time to come. A few lots made up to imitate Japans have been shown, but neither in make nor water will they bear comparison with the Teas they would have to come into competition with. In appearance the Pingueys do not reach to the average standard. In water also they are hardly up to the average. New Fychows and Teenkais are expected down in about ten days. Stock.—New Country Tea, 1,717 half-chests; Pingueys, 15,600 half-chests; Old Tea, 2,000 half-chests.

FOOCHOW.—Messrs. Westall, Galton, and Co.'s Weekly Letter says:—A considerable falling off in the scale of operations has taken place during the past week, and the market closes very quiet. What remains of the first crop is of most undesirable quality, and but little of the second has as yet come to hand; heavy arrivals, however, are shortly looked for. Congou: Operations during the week have been chiefly in the common and flavoury kinds, which have recovered from the decline last quoted; other grades are without change. Souchong: A good business has taken place at rather easier rates. Oolong: Some fine teas have been taken for America, and a line of common for England, showing a considerable advance on last quotations. Flowery Pekoe: The supply of this description has nearly ceased, showing a very short crop; purchases this week are without alteration. Scented Teas: There is no change to report. The export to Great Britain, the Continent of Europe, and the Cape of Good Hope amounts to 22,592,106 lbs., against 15,438,849 lbs. at the same period last year. To the Colonies, 3,839,185 lbs., against 4,090,311 lbs. last year. To America, 27,278 lbs., against 154,936 lbs. last year.

AOYU.—Congou: During the fortnight settlements had amounted to 6,888 half-chests, principally flavoury kinds at \$25 to 27, and good common at \$20. Stocks on offer amounted to 38,661 half-chests, but at least one-third of this quantity was mixed with spurious leaf, and accordingly unfit for export. Oolongs: The total supply to date was 25,890 half-chests, against 63,703 half-chests same time last year, showing a marked difference. No settlements reported. The picking of the second crop had commenced up-country, but was going on slowly. Musters were not expected for another month. Formosa Oolongs had been freely purchased at previous rates. At Tamsui very little crop leaf was left upon the market, and fine and choice grades were in demand, commanding higher rates.

CANTON.—Messrs. Deacon and Co.'s Report says:—Advices from home still being very discouraging, and not of a nature to impart confidence to buyers, we have again to report a very trifling business in our Tea market during the past fortnight. The almost entire indifference of buyers has not, however, led Teamen to take the initiative in offering any inducement by generally lowering their rates, though in some kinds purchases can now be made on better terms than previously. Congous: There have been few settlements, and prices are without alteration. We hear of no actual settlements at Macao, but large shipments have been made for a firm in Hong Kong, and settled

there at very high prices for low and spurious Tea; a class of Tea which it is difficult to understand any discreet buyer shipping in the face of the Adulteration Act coming into force in England on the 1st January next. Scented Teas: A very small business has been transacted in both Capers and Pekoes, and of the settlements made a portion is destined for the Colonies. Medium Capers may be quoted about one tael lower, but other grades show no change; the few fine Teas on offer are firmly held. In Pekoes, fair and medium long leaf sorts are rather easier, but the business done has been so trivial that we make no change in quotations; of fine and finest Teas there is now a very small stock. "New-make" kinds have been dealt in at former rates, and are in moderate supply. Canton Greens: The whole of the settlements have been made for the Colonial markets.

SILK.

YOKOHAMA.—Scarcely anything had been done on this market. So insignificant had been the transactions that comments on quality and price of the new staple are postponed till the season opens in good earnest. Everything seemed to point to a late opening this year. The greatest uncertainty still prevailed as to the probable supply of silk-worms' eggs for the season.

SHANGHAI.—The following notification had appeared on this market. "Notice is hereby given to Foreign merchants of Shanghai, that on and after to-day, the 5th July 1875, cash payment will be required against delivery of Silk, as soon as the same has been weighed, and an account of the cost arrived at. Interest at the rate of three mace per mil per day, calculated from time of payment to date of departure of vessel, will be allowed to the buyers. By order of the members of the Silk Guild, (signed) Warg Yih-cha, Secretary." To its terms, many foreigners had submitted, but others, disliking the dictatorial tone, and the spirit of combination implied, had resisted, so that coupled with unsatisfactory telegrams from home (of failures and stagnation), the "notice" had helped to restrict business. The business of the fortnight aggregated to a fair amount, and presented no very notable feature. The demand continued to run almost entirely on the grades of Tsatlee costing from Tls. 260 to 290, on Kiahing from Tls. 240 to 290 and on coarse Taysam from Tls. 230 to 250; prices show hardly any alteration, although the lower rate of exchange favoured buyers. In Chop Silks, transactions had been few and far between, and they were less firmly held, but not much asked for,—Koo-foo-sing's Nos. 3, 3½, and 4 had been sold at Tls. 392½, 352½, and 372½; Pahhoi at Tls. 305, Tsz-keeyuen's Nan-ling Kiahing at Tls. 290; Re-reded Silks, which were considered of very bad quality, had been taken for America at high prices. Settlements for the fortnight, Chinas, 4,000 bales. Total settlements since 1st June, 1875, 14,600 bales; against 1874-75, 11,500 bales; 1873-74, 8,500 bales. Comparative unsold stock on this market, on the 10th July, 1875, 15,000 bales; 1874, 12,000 bales; 1873, 8,000 bales.

CANTON.—Messrs. Deacon and Co. report:—Buying commenced early in the fortnight at about last closing rates, and a considerable business was transacted for French mail, resulting in settlement of nearly 500 bales. For this mail steamer 380 bales are reported to have changed hands. Nos. 4 and 5 Tsatlee have lately been bought at a slight decline, and the former quality is now quoted \$320 to 325 per picul. Last London advices by wire give 11s. 6d. per lb. as present value there. Third crop samples are daily looked for. The weather lately has been very favourable for producing, and an unusually large yield, estimated at about 4,000 bales Tsatlee, is expected. Loong-kongs: 20 bales of this description are included in above settlements. Long-reels have been taken by Parsees to extent of 100 piculs. Reels are in small demand, and no fresh transactions are reported. Stock is computed at 900 to 1,000 bales Tsatlee, 150 bales Loong-kong, 100 bales Cumchuck and Lacklow, and about 200 to 300 bales of inferior kinds.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Aug. 25, at Liverpool, from Rangoon, Bacchus; at New York, from Colombo, Pandila; at Amsterdam, from Akyab, Lennatin; from Rangoon, Nehai; 26, at London, from Akyab, Callao; at Falmouth, from Akyab, Isida; at London, from Rangoon, Beau Monde; 27, at Antwerp, from Akyab, Ravenna; 25, at Amsterdam, from Passaroerang, Cornelie; from Banjoewangie, Pieter Adol; 27, from Samarang, President van Ryckevorsel; July 15, at Callao, from Hong Kong, Frances Annand; 29, at Falmouth, from Bassein, Chasca; from Akyab, Blandina P.; from Rangoon, Annie Fish.

DEPARTURES.—Aug. 25, from Cardiff, for Singapore, Europa; 24, from Glasgow, for Batavia, Bromo (str.); 26, from Cardiff, for Galle, Tranquebar; 25, from Penarth, for Singapore, Star of the South; July 17, from Buenos Ayres, for Batavia, David Babcock; Aug. 27, from Liverpool, for Singapore, Magdala; from London, for Shanghai, Titania; 24, from Kiel, for Singapore, Anna Bertha; 27, from Greenock, for Rangoon, Mandalay (str.); 28, from Liverpool, for Shanghai, Agamemnon (str.); from London, for China and Japan, Glenfalloch (str.).

SPOKEN.—Fernand Louis, from Amsterdam, to Samarang, July 13, 7 N., 22 W.; Andreas Rickmers, from Akyab, to Bremerhaven, July 17, 7.16 N., 28.45 W.; Bavelau, from Maulmain, to Cork, July 5, 13.46 S., 8.31 W.; Aurora, from Glasgow, to Manila, July 21, 12.12 N., 26.36 W.; S.K.J.Q., from Cardiff, to Singapore, Aug. 2, 11.30 S., 24.53 W.; Nicolaas Witsen, from Amsterdam, to Singapore, Aug. 13, 21.40 N., 23.30 W.; Wilhelmine, from Cardiff, to Galle, July 16, 10.50 N., 2.57 W.; N.S.J.D., from Rotterdam, to Batavia, July 25, 14 N., 27 W.

MISCELLANEOUS.—At Port Said, Aug. 24, the Craigforth, from Shanghai, for London. The Tecumseh, from Singapore, for Liverpool, arrived at Port Alfred on the 25th inst. Glasgow, Aug. 25.—The Bromo (new str.), 1,249 tons and 220-horse power, built by Messrs. Caird and Co., Greenock, for the Netherlands India Steam Navigation Company, left here for Java on the 24th inst.

MISSING SHIP.—The committee of Lloyd's will be glad of any information regarding the Success, Captain Gent, which sailed from Liverpool for Shanghai on the 27th November last.

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The London & China Telegraph.

LONDON: MONDAY, AUGUST 30, 1875.

MARINE INSURANCE RISKS.—A HARD CASE.

UNDERWRITERS who grant policies on the vessels or cargoes of foreigners, and indeed all commercial men who are apt to imagine that in our Foreign-office, and its local representatives, they possess sure champions to protect British interests, and resist the damage done to our commerce by any self-interested injustice, will do well to peruse, in a newly-issued State paper, the correspondence between Lloyd's Salvage Association, Messrs. SMITH, SUNDIUS, and Co., the English Foreign-office, and the German Government, relative to the capture, during the Franco-German War, of the ship *Turandot*, and the indemnity paid by the French on account of that capture. The German vessel *Turandot*, from Hamburg to Hong Kong, was taken into Saigon by a French cruiser. Cargo on board to the value of £6,400 had been insured at war risks by a London firm, and English underwriters had also covered the hull to the extent of £4,550 on the same terms. Both ship and goods were immediately sold in Saigon, and realised, the one 4,500 francs, the other 104,347 francs. On the news of the capture reaching England both policies were claimed and paid.

It happened, however, that when peace was concluded, this capture had never been adjudicated upon in a Prize-court; the moneys were therefore still in the hands of the French, and under the provisions of the Treaty, the shippers belonging to neutral nations received their portions direct from the French Government, while the portions resulting from shipments made by Germans were handed over to the authorities at Berlin for distribution among the parties entitled to them. The German Government, when applied to by the German owner, repudiated their liability, on the ground that he had already got his money from the underwriters; and similarly, when the underwriters applied, the answer made by the German Chancellor was that his Government were not bound to do anything further than indemnify the losses of the owner, and that the latter had already been compensated from other sources (*i.e.*, by the underwriters). The Prussian argument, in fact, comes to this, that underwriters for their own profit insure vessels at high rates of premium in times of war, and if any loss ensues they must bear it. Now this is a very hard state of things. This ship and its cargo were never condemned in a *Cour de Prises*; the whole proceedings were voided before completion by the Treaty of Peace, and in that Treaty it was specially agreed that where any ships or cargoes had not yet been condemned, either they, or, if that were impossible, the full money value shall be restored to their owners. So, in the *Turandot's* case, the neutral owners got back their money from the French Government; the English underwriters, who represent the German owners, got nothing. The risk the underwriters took was the risk of complete and proper capture according to international law, but this capture was never completed in a prize court; hence the argument that they must sit down with the loss, because it was the risk they contemplated in the insurance, for which they were paid by a high premium, falls to the ground. The fund now in German official hands is therefore a salvage, somebody is

entitled to that salvage, and the somebody must either be the owners or the underwriters. In no case can the Prussian Government keep it for their own profit; the owners having been already satisfied, Germany is merely the trustee for the underwriters. That property irregularly captured should be given up is one of the chances in his own favour which an underwriter contemplates, and which modifies the rate of premium he demands for his protection.

It is clear that if the ship and cargo had been restored to the owners by the French, instead of the money realised by the accident of their sale, the underwriters could and would have recovered—by legal proceedings if necessary—the value of the policies. These underwriters strictly represent the owners, and under the treaty the uncondemned ships and goods, or their money value, "are to be restored to the owners." Our own Foreign-office decline to interfere. Their first plea was that they could not recognise Lloyd's Salvage Association; that each individual underwriter must make his own separate claim; but this evasion was dropped later on, for though Lloyd's offered to see how far the condition would be complied with, they pointed out the absurdity of it, that the strength of the underwriters is the strength which numbers give them, and that to each individual the loss, as to the shareholders by a railway accident, would be a mere trifle. Our Government ultimately decided that "the underwriters can not claim to be in a better position than the owner of the ship, a German subject, and as the German Government could not be called upon under German law to repay the owner (we presume because he has already recovered his insurance), the decision of the German authorities in this matter cannot properly be questioned by Great Britain." We hope that our readers can discover the force of this objection; we cannot. It is clear that the underwriters made a mistake originally—a mistake due to an honest zeal to maintain their own credit and reputation for punctual payments, by handing over the amounts due on the policies before the "capture" was complete. It was a case of money paid in error, and nothing can be more discreditable than for a powerful civilised Government like that of Germany to be keeping back a paltry sum which has accidentally come into its possession as trustee for the subject of a friendly nation. Let our insurance offices take warning from such a case as this, and be more careful as to what risks they accept and what prompt payments they make where foreigners are concerned. The English Foreign-office has shown itself ready enough to act where a wrong is done in a weak South American State; but it sometimes backs out in what the Yankees would call rather a "mean" way if the fault is committed by a Power whom it would be unpleasant to press.

WE understand that the project of establishing a Professorship of Chinese at the Oxford University will be shortly brought before the Council. The first occupant of the chair will, we are glad to learn, be Dr. LEGGE, whom we trust will be long spared to discharge its duties. Sir RUTHERFORD ALCOCK, Mr. TAYLOR, and others have bestowed much attention to the accomplishment of this object, and we trust it will be carried through.

WE are pleased to notice that M. GIQUEL, Director of the Chinese Arsenal at Foochow, has been raised by the French Government to the dignity of "Officier of the Legion d'Honneur." His plain-spoken opinions on the errors of the policy pursued by France in the Far East have not, we presume, done him any injury, but, we trust, some good.

WE understand that Rear-Admiral KRANTZ, Commander-in-Chief of the French naval division in the China and Japan seas, is to be replaced, in October next, by Rear-Admiral VERON.

MAJOR GREY has been appointed Superintendent of the Jails at Singapore, and will leave in about three months.

THE new Governor of Labuan has not yet arrived in London from the West Indies.

SIR RUTHERFORD ALCOCK ON JAPAN.

IN his elaborate, but withal rather discursive, paper on Eastern matters, which appears in the current number of the *Fortnightly Review*, and to some points in which we have already called attention, Sir RUTHERFORD ALCOCK discourses of many peoples and many lands, but until almost the conclusion of his article he says little or nothing about Japan, though he fully admits that "since its revolution it has been daily rising in importance." He thinks that the day is not far distant when Japan's place in the comity of nations may be willingly conceded, not only on account of her geographical position, but because she has shown "an earnest desire to assimilate Western civilisation and culture." This is very true to a certain extent, and Japan has already taken a certain place among the nations of the world. Her diplomatic and consular representatives have been received and acknowledged by this and other countries on a footing of perfect equality, but before we go further, and take quite so sanguine a view of her condition, and her right to be counted among the civilised Powers of the earth, as that which is entertained by Sir RUTHERFORD ALCOCK and some other writers, would it not be well to be better assured of the permanence of her new institutions and of the absolute reality of her "desire to assimilate Western civilisation and culture?" We gladly admit that, as far as human judgment can at present determine, her progress onwards appears to entitle her to considerable commendation; but still, and we regret to see it, there are matters in which she vacillates and shows a retrogressive tendency. The question of opening the interior of the country is still in an unsatisfactory state, and until that is settled in a liberal sense, Japan cannot expect to have her "place in the comity of nations willingly conceded." We had hoped, indeed, that this vexed question had been finally set at rest, and that the Japanese Government had fully made up its mind to admit foreigners into the interior under a reasonable passport system. This hope seems destined to disappointment, for we learn from the *Japan Herald* of June 23rd that "the Japanese, with their usual short-sighted illiberality, are seeking to make the terms on which passports are granted to foreigners, to enable them to travel in the interior, still more stringent," though at the same time it is but fair to add that there is some chance of "the more obnoxious regulations" being modified. Still, this retrogressive action on their part, though it may not in the end be of a very serious nature, is discouraging, and makes men hesitate before placing implicit faith in the permanence of the new institutions in Japan and in the enlightened liberality of her monarch and leading statesmen. Then, again, there is the recent action in regard to the Mint, and the rumour that the Japanese Government has under consideration the idea of placing some restrictions on the liberty granted to the Press. These and other matters, taken as a whole, point out unmistakably the very unsettled nature of Japanese institutions, indicating that of late years her pace has been too fast for solidity and permanence. When this transitory and unsettled condition of things has come to an end, and that very desirable consummation is patent to the world, then, and not till then, can we be reasonably expected to subscribe to Sir RUTHERFORD's idea that "European policy and alliances for peace and war will have to take account of their presence in the high roads of Western and Eastern commerce across the Pacific and in the Chinese seas," for until their power is much more developed, we fail to see that they would "prove very useful allies and troublesome enemies to the commerce of any other State having a great Eastern trade." Though his views, as enunciated in the paper to which we refer, are of a little too roseate a hue, most thinking people will, we conceive, readily agree with Sir RUTHERFORD's concluding remarks in regard to the Japanese. "Russia," he says, "has lately obtained possession of their half of Saghalien in exchange for the Kurile Islands to the north of Japan. I do not know that any valid objection can be raised to such an exchange, but it is to be hoped that this kind of traffic may end there. Japan has always been jealous of her independence, and she may now count upon the interest which all the Western world has in its preservation."

"THE TIMES" ON TRANSIT DUES.

IN another column we give an article from *The Times* on the Transit Dues, in which the writer states:—"Under the transit clause of the last Treaty foreigners enjoyed an advantage over natives in being able to send cotton and woollen goods into the interior by paying a fixed transit duty, amounting to half the import duty, while natives remained subject to the capricious exactions of the mandarins;" and goes on to say that advantage was taken of this circumstance by certain foreigners to sell their names to natives who were thus "able to pass goods, which they had bought, into the heart of the country under the transit duty." The case has repeatedly been stated in this form, but it is not by any means in accordance with the facts, although such a view of the subject is to some extent borne out by the general appearance of the provisions in the Treaty. The truth is that it was never intended that the Treaty should place the foreign merchant at any advantage over the native; nor, in fact, did the provision which was made tend in any way to do so. By the 28th article of the Tientsin Treaty it was agreed that, in order to put a stop to the irregular inland duties levied upon English goods or upon produce for the English market, the Chinese authorities should "declare the amount of duties leivable on produce between the place of production and the place of shipment, and upon imports between the Consular port in question and the inland market named by the Consul." This, however, was never done, the Chinese officials always raising difficulties when asked to state what the actual amount of duty was, and hence a compromise was agreed to in the commercial articles supplementing the Tientsin Treaty to the effect that the British merchant could pay either the actual inland duties or a commutation of 2½ per cent. *ad valorem*. In practice the commutation was always resorted to and transit passes granted through the Consul on this basis. These were given to the natives, and it was fully understood that according to the Treaty the payment of the commuted duty of 2½ per cent. covered all charges, either from the place of production or that of consumption. At first the passes were respected, but after a time the local officials brought pressure to bear upon the Chinese holders of the goods, to obtain further dues, and hence it was that some foreigners lent their names to Chinese and declared themselves owners of goods which were entitled to be exempted from transit exactions, but which were taxed if they were considered the property of the Chinese. On matters reaching this stage the Chinese local officials resolutely maintained that the tax was leivable upon foreign goods when once they had passed into the hands of the natives, although there was no doubt that the design of the treaty was precisely to prevent this, and to establish one uniform tax on the goods, irrespective of ownership. The matter was subsequently, on a special case, referred to Peking, and Mr. WADE succeeded in obtaining from the Imperial Government a declaration to the effect that the rights under the transit dues clause were not affected by the ownership of the goods, and that Chinese holders of foreign goods upon which the commuted transit dues had been paid were equally entitled to be exempt from the further payment of inland taxes in transitu. This decision at once shows the true bearing of the Treaty, and places the action of the foreign merchants who had lent their names to the Chinese holders in a very different light to that in which it would otherwise appear. It makes it clear that, although they were, strictly speaking, guilty of an evasion, they evaded not a legitimate tax, but what was simply an illegal and impudent imposition.

THE S.S.N. CO.'S LATE S.S. "CHUSAN."

In compliance with an order of the House of Commons, made on the motion of Sir Wilfrid Lawson, a copy of correspondence which the Board of Trade has received on the subject of the ship *Chusan*, wrecked on the coast of Scotland on the 21st of last October, has just been made public. The three principal documents are—(1.) Report by the Court of Inquiry, held at Ardrossan before two Justices of the Peace and two Nautical Assessors, into the circumstances attending the loss of the steamer; (2.) Report on the vessel by the Principal Shipwright Surveyor to the Board of Trade and the Chief Examiner of Engineers, Marine Department, Board of Trade (W. H. Turner and J.

McFarlane Gray); and (3.) Letter from the Board of Trade to Mr. C. L. Norman, the registered sole owner of the vessel. The first two documents are too voluminous to admit of a detailed summary being given, but we condense below some of the leading items of information which they contain.

The *Chusan* was an iron paddle steamer of 953·43 net register tonnage, built by Messrs. John Elder and Co., of Glasgow. "The vessel was a steamer, intended for river and sound navigation, of the peculiar type known as the Hirsch model, the speciality of which may be thus described. The keel is recessed into the bottom of the vessel, the greatest depth of hold being in the bilges, which are in a horizontal plane with the bottom of the keel, and which in this case are 13½ feet distant from the keel. She was propelled by a single cylinder vertical beam-engine of 300-horse power, nominal, similar to those used in American river steamers. She was registered in London in the name of Charles Lloyd Norman, as sole owner, but she was in reality the property of the Shanghai Steam Navigation Company, of which the registered owner was simply the agent in England. She left the Clyde on the 10th of October, bound for Shanghai, with a crew of forty-eight persons all told, thirty-nine of whom were coloured men, commanded by Mr. G. C. Johnston, who held a master's certificate of competency. There were in addition, three members of the master's family on board, Mr. May, the Engineer, who superintended her when building, and Captain King, who is to take the sister vessel, now building, out to China. The two latter persons were to be landed when the pilot left the vessel." The steamer arrived at Waterford in due course, and owing to circumstances which had taken place during the voyage the master took measures to have her surveyed. It being reported that "she could return to Glasgow with safety (in order to be strengthened), but was not fit to proceed to China," she accordingly left for that port on October 19th, and, as is well-known, she was wrecked at the entrance to Ardrossan harbour, having drifted on to the Grinagh Rock and broken herself in two about 100 feet from her stern. Nine persons, including the captain, were unfortunately drowned. "After careful consideration of the evidence, as well as of the written opinions of the professional experts sent down by the Board of Trade," the Court came to an unhesitating conclusion that the vessel, independently of its model, was faithfully built of good materials, but that a vessel of her peculiar model and dimensions was not safe and seaworthy for a passage to China at that season of the year; that the master was responsible for the navigation of the vessel back from Waterford; that he was to blame for not having the sails bent or gear rove, and that some other errors of judgment were committed. The Court further added some remarks and recommendations about the method of managing rocket apparatus and the lifeboat station, as owing to some shortcomings in this respect, at least two lives were undoubtedly sacrificed. They also beg to represent to the Board the gallant conduct of three ship carpenters and a pig iron labourer, all of Ardrossan, and to recommend them for rewards for their strenuous efforts to save life on the occasion.

The professional report on the steamer is a very complete one, but it necessarily abounds in technicalities, and it is impossible to summarise it briefly; one or two points, however, are worthy of notice. Notwithstanding their statement "that the *Chusan* was not strained by the sea before she actually struck the beach or the rocks, that the extreme deflexion was a mistake, that the broken rivets in the boiler casing were unimportant, and that the cracked frames are the result of an accident of the launching,"—points, be it observed, the supposed importance of which caused the vessel's attempted return to Glasgow,—the experts are of opinion that "the *Chusan*, when she left the Clyde, and when she left Waterford, could not be certified to be a seaworthy vessel for a voyage to China" at that season of the year, though when she "got on her superstructure of houses, if she had got out safe to China, she would have become perhaps a strong vessel, but for the voyage out she was weak in respect to deck ties." Alluding to a marked defect of the *Chusan* as a sea-going vessel, they observe that if she "had been fitted with a false keel, the leeway would have been much less, and the vessel would have been less influenced by an over-immersed paddle-wheel, but she would have been less sensitive to the helm." In their opinion "the vessel was wrecked because she was unmanageable in a severe gale; she was unmanageable because she had no efficient keel, and because of the great surface she exposed to a beam wind when on the rock; she broke up because she was deficient in deck-tie strength." A short time after the inquiry was over, a copy of the report made by the Court was forwarded by the Board of Trade to Mr. C. L. Norman, the registered owner, accompanied by the following pointed remarks:—"From this report, and from the evidence given before the Court, the Board are advised that the conclusion may be drawn that vessels of the *Chusan* class are not safe and seaworthy for an ocean voyage from this country at all seasons of the year. The Board of Trade trust that you will not overlook this expression of opinion, as it may be their duty to interfere, under the Merchant Shipping Acts of 1871 and 1873, with the attempted sailing of similar vessels from ports of the United Kingdom on long

voyages, unless commenced at seasons when there is a reasonable prospect of the vessels arriving at their destinations without encountering very heavy weather during the passage."

THE REFLECTIONS OF THE BURMESE KING.

(SPECTATOR.)

"Praise to the All, and to my intelligence, I have outwitted that dangerous barbarian, and carried all my points, without declaring war! With my 40,000 troops, and my new cannon and Leesectahi's aid and the jungle to retreat into, war would not have been too dangerous, but I have done without war. That man in Calcutta has been trying to bully me, and has got less than nothing for his pains. He sent the big Envoy here with an escort to worry me about some officer's death in China and the rights of Western Karens and his own claim to send an escort to his Residency at Bhamo, and he threatened and collected troops, and demanded my reasons for entertaining my Chinese friend, and seemed as if he were about to invade Burmah. His predecessors did just those things, and my predecessors lost provinces in consequence, but I kept my head. There were all my counsellors as frightened as girls on the ghaut when they see an alligator, but, fortunately, I am the King. I did not give way, and I did not fight. The big Envoy had the impudence to send up from Prome to ask why I entertained Leesectahi, as if any representative of China was not his superior. So I told him Leesectahi was here on a ceremonial mission from my protector at Peking, and he believed me, and came up the river placably. Leesectahi can send me troops if I want them, for all that. Then the big Envoy wanted an audience with shoes on his feet,—that is, equality with Me! No, no! not in Burmah, or where would my throne be next day, and my treasures? He may have a carpet out of my benignity, white feet being too tender for the pavement, but he must have nothing as of right. He was told to take off his shoes, and he did. Then I knew he did not want war in order to seize my kingdom, and I meditated how to avoid smaller unpleasantries. There was the murder of Margary. Well, I did not order that; I never heard of Margary. I only told my envoys, as they started for Peking, that those intrusive white men, always hunting about to steal my trade, must be stopped, or I would hold them responsible, and the white men were stopped quite successfully. The King is well served. So I told the big Envoy I knew nothing of the murder, and was very sorry it had happened outside my territory; and when he showed his letters instigating the murder, I accused a priest of forgery, and punished him, and what could the big Envoy say? He said nothing, and looked angry, and what are his looks to Me? Then there were those Karens. The Calcutta man says they are his. His! Every Karen alive is the slave of the heir of Alompra, whose empire stretched from China to the Ganges, and who are these special Karens? Still, the Calcutta man did not ask them for himself—that would have been perplexing—but only that they should be independent, and of course I granted that. Why should they not be independent—of him, at all events? I am a warrior King, and can conquer independent States very easily, when nobody is looking on. Let Koonti call himself independent. So was Pegu when Alompra set up his standard there, and half exterminated its people. Nothing is lost by that agreement. Then there was the demand for escort for the next expedition to explore China, or to punish Leesectahi. That was impossible. An escort?—then their trade would be safe, and by-and-by they would make profit, and then they would be angry with my monopolies, which I said I would give up, and then they would eat up Me. That would not do, so my Minister—whom I must remember to execute, for he was far too civil to that big Envoy—told him that an escort could not be allowed. Nor shall it. I must have money, and I cannot tax as these English do, and my trade is my treasure, and nobody shall come between me and my customers, and hunt about and make roads, and undersell Me. I was afraid about that refusal, and delayed it to the last minute, but the big Envoy is gone, and there is no war. Perhaps, the Calcutta man is afraid of war and of Me."

THE CONSULAR REPORTS AND TRANSIT DUES.

(THE TIMES.)

The reports from Her Majesty's Consuls in China for the past year are of considerable interest from several points of view. As a general rule they show that the foreign trade of China is on the increase, but side by side with it we find the fact that it is more and more changing its complexion. A period of encroachments has again set in, and native traders, as well as native officials, are steadily pursuing a course inimical to all foreign interests. To some extent, we are told, foreign merchants are themselves to blame for this state of things. They, it appears, took, some years ago, a rather questionable mode of extending their business in the interior of the Empire. Under the Transit Pass clause of the last Treaty, foreigners enjoyed an advantage over natives in being enabled to send cotton and woollen goods into the interior by paying a fixed Transit duty amounting to half the import duty, while natives remained subject to the capricious exactions of the Mandarins. Under that system the trade was pretty well divided between foreigners and natives, we are told, the latter buying from the former, and taking their chance of getting the goods through. But the foreigners were not content with that arrangement; they wanted to control more fully the internal trade, and to that end sold the use of their names to native traders, who were thus able to pass goods that they had bought into the heart of the country under the Transit duty. This acted very well for a time, but, being resorted to by all native dealers, it seems to have gradually caused the Transit trade to drift into their hands, and now it is impossible to get goods into the interior from some ports, except by means of native guilds, who charge just what duty they please. The consequence of this is that the old capricious, greedy, treacherous ground is once more that on which foreign trade with China threatens to rest, and the exactions under which foreign merchants groan threaten by-and-by to produce the old result. In spite of this enormous draw-

back, the volume of foreign trade with China is increasing, and native merchants do not materially trench on the ground of the importer. They confine themselves, from mixed motives of pride, jealousy, and inordinate greed, to hustling the foreigner out of the internal markets, and establishing an order of things which enables them to torture and fleece him to their heart's content.

A chief topic in these reports is the opium trade, and it is one that possesses very strong interest to this country for several reasons. All testimony seems to concur, for example, in sustaining the fact that the competition of native-grown opium is yearly gaining ground upon the Indian. There is still a great demand, of course, for the Indian drug, and a great deal of the native is used either merely to supplement it or by the people in districts where but for it no opium would have been used at all. But, making all allowance for these considerations, it remains that the native opium is gaining ground. A taste for it is said to be growing up among people who formerly smoked Indian, and the consistently hostile policy of Chinese officials in many places fosters the former against the latter. Few disillusionments are, in fact, more complete than that produced by a study of the Chinese mode of handling the opium traffic, and well-meaning philanthropists in this country might moderate their wrath against a corrupt and inhuman Indian administration did they realise how steadily Chinese officials have treated opium as a source of inordinate gain. At present they handle the conflicting opium interests with their accustomed skill. Against the native grower all manner of edicts are fulminated. He is forbidden under the severest penalties to cultivate the poppy, and then when he defies the law officials are able to make him pay what they please for his impunity in doing so. Thus, the righteous, self-denying edicts raised against native opium are useful as a means of raising irregular contributions towards the mandarins' expenses. Foreign opium is differently dealt with, on the same principle that regulates Chinese dealings with other branches of foreign trade. It has been consigned to the native guilds, just like cotton or woollen goods, or any other imported article. The treaty stipulations are not ostensibly ignored. On the contrary, if a foreign merchant pays the transit duty, and sends his opium into the interior, nobody will say him nay. But he will not be able to sell it freely when once he has got it in. Whenever he makes a sale the purchaser will be pounced upon to pay to the guild at least twice the duty that it would have exacted had the merchant consigned his opium to its charge at the first. This method affords splendid opportunities of plunder to the official class who go shares with the guilds over the whole range of the import trade, but it acts with peculiar force on Indian opium, which is subject to "squeezes" to an extent that has driven the English merchant out of the trade altogether. It is now almost entirely in the hands of native traders and smugglers, who ship it from Hong Kong and Shanghai to the other ports, and take it inland as best they can. No doubt this system militates against prosperity in the Indian opium traffic, but that is not a circumstance our English merchants should regret, although one which, coupled with the spread and improvement of the native product, may cause considerable trouble to the Indian Exchequer. Even it can have this consolation, however, that mere greed will prevent the Chinese from so loading the Indian drug with imposts as to drive it from the market altogether, so long, at least, as the native article does not offer the same chances of profitable robbery.

The exports of China beyond tea and silk are chiefly noticeable for the indication they afford of what China might be capable of were it opened up and free like a civilised country. There is nothing to hinder China from becoming a great exporter of raw cotton, wool, metals, coal, corn, tobacco, sugar, and a host of other things which the rest of the world could find room for and consume. As yet the small streamlets of her exports give but the faintest indication of what might be, but the tendency is towards increase, and the taste of profit which the small beginnings afford may yet work wonders in opening up the country.

THE NEWS FROM PEKING.

(THE TIMES.)

The commercial interests of England in China are enormous in extent and importance, and there is a considerable resident European population which is accustomed to look to the Great Powers of the West for security against murderous outrage and indiscriminating plunder. It is not likely that Mr. Wade, who knows the Chinese character thoroughly, and who fully appreciates the dangers to English life, English property, and English trade that would be involved in an outbreak of Celestial fanaticism, will incur any unnecessary risks. At the same time, in dealing with the Chinese it must always be remembered that weakness is the most perilous of all politics. If Mr. Wade were to relax the rigour of his demands for reparation on the score of the Manwyne disaster, with the hope of averting some dreaded explosion of popular rage, he would do more to precipitate the catastrophe than if he exacted successfully the punishment of a hundred criminals. While, therefore, prudence is indispensable in the conduct of the negotiations which are at present in the hands of Mr. Wade, courage is even of greater importance; and it is certain that only a judicious union of both will pilot us through the difficulty in which, by no fault of our own, we have become entangled. Of course, if the Chinese are determined to try their fortunes in war once more, they can easily force a quarrel upon us; but we are disposed to think that for the moment they are rather inclining towards a martial assertion of that superiority in the world, which is the most deeply rooted of their convictions, than absolutely determined upon it. For many years past—indeed, we may say since the conclusion of the last war—the Chinese have been "letting I dare not wait upon I would," amassing all the weapons of modern warfare on the one hand with which to crush the "barbarians," and on the other yielding to the influences of European civilisation a reluctant but eminently practical homage.

This attitude of doubt and suspense has been due partly to the abiding effects of the sharp lessons they were taught when they last measured their strength against that of Europe, and partly to the per-

sonal character of the Prince of Kung and some other statesmen at Peking, who believed that a foreign war would break up the Empire. But a generation has now grown up which forgets the burning of the Winter Palace, and the power of the Prince of Kung has been shattered and his party dissolved. These restraining motives, then, are no longer operative in Chinese policy, and it is, therefore, a question whether the patriotic arrogance of the Government will not get the better of mere worldly wisdom. Why, the war party among the Mandarins are doubtless contending—why should we spend our money in buying all sorts of costly and curious engines of war, the artillery of Armstrong, of Whitworth, and of Krupp, rifles on the Snider, the Chassepot, and the Dreyse systems, if we are to make no use of them after all? These Peking statesmen have purchased a new weapon, and they would like to try it to some purpose. Already they have advanced for the reconquest of two important provinces which were torn from their Empire by the great Mahomedan revival, and they have, in fact, succeeded in eradicating the faith of Islam in Yunnan. Whether they will be as fortunate in Kashgar may be doubted. The adventurous Yakoob Khan, whom we knew a few years ago as the Ataligh Ghazee, is said to have repelled their invasion, to have assailed them in turn, and to have carried a war of vengeance into the heart of the Chinese territory. But we must not forget the overwhelming torrent of mere numbers that China could fling upon any foe not more civilised than herself.

Even an European Power would now find the Chinese a vastly more formidable enemy than they were thirty or even fifteen years ago. We should not get out of a war with China without having to pay heavily in men as well as in money. Nevertheless, the issue could not be doubtful. We should assuredly be victorious, though the victory would have to be attained by blows struck at those parts of the Chinese Empire which feed our trade most copiously. But the result of which we should be most apprehensive, if we were again to be forced into a mortal struggle with China, would be the anarchy that would inevitably follow the defeat of the Peking Government. The existing dynasty, already discredited, and secretly believed by the population to be effete, could not stand the shock of another disaster. The Imperial Family would fall and probably involve in their ruin the whole order of Mandarins, who have been practically trained in the work of Administration. Both the elaborate official system by which the provinces of the Chinese Empire are held together and the organisation of the army would at the same time go to pieces. China would be splintered into a score of petty principalities, and, losing the long and potent tradition of its divinely-ordained Government, could only be redeemed from social dissolution by the vigorous grasp of some civilised conqueror. But what nation would dare to accept the charge? With all our faith in the governing capacity of England, we own that we should recoil from the addition of two more Indias to that which we rule already.

Monetary and Commercial.

Lord Cairns's third and final award in the Albert Life Assurance Arbitration has been made public, and declares the affairs of the several associations, societies, and companies comprised in the Arbitration Act of 1871 to be completely wound up and finally settled. The total claims established against that company amounted to £1,667,231 7s. 3d. The call on the shareholders actually realised £117,343 16s. 6d.; the other assets amounted to £246,992 6s. 8d.; these, together with interest on the investments, made up a general fund of £374,205 7s., but only £338,573 7s. 11d. was applicable for dividend on the claims of unsecured creditors. The three dividends of 3s. 11*½*d. in the pound consumed £329,972 12s. 9d. The total expenses of the arbitration amounted to £88,169 1s. 11d.

We learn by telegram from San Francisco that the Bank of California has suspended payment. The President of the Bank says there are plenty of assets but no available cash. This Bank had considerable transactions with China and Japan. The agent in London is the Oriental Bank Corporation, who are fully covered.

At a meeting of the Mediterranean Extension Telegraph Company (Limited), the report was adopted and a dividend at the rate of 3 per cent. per annum was declared, as well as the half-yearly dividend on the 8 per cent. preference stock, and £500 was carried to the reserve fund, making it £7,548.

Mr. E. Roche has retired from the firm of Lloyd, Matheson, and Co., tea-brokers, of Fenchurch-street.

At a meeting on the 24th inst. of the creditors of Messrs. Edmund Jones and Co., merchants, of King William-street, trading with Burmah and China, who stopped payment in July, a balance-sheet was submitted by Messrs. Andrews and Mason, the accountants. The liabilities shown amount to £102,898, the assets to £54,235, but the whole situation is not revealed in these figures. Of the liabilities £56,000 are on Collie bills, for which no goods are traceable, and only £24,000 on actual goods account. The chief asset is the balance of a sum of £55,812, due by the Rangoon firm of Jones and Co. to the London firm, which amounts to £49,403. This it appears the London firm cannot tell the value of. Although trading under the same name and supposed to be one, the firms are not constituted alike. The sole partner in the Rangoon house is Mr. Cowie, but in London the firm consists of Messrs. Batchelor and Cowie. Mr. Batchelor has recently returned from a tour in China. Until Mr. Cowie sends home a power of attorney nothing can be done, but when that comes it is the intention to

present a petition for liquidation by arrangement. The total available cash possessed by the firm in London at the time of its suspension was £1 13s. 8d., and the goods on which there was no lien were worth £28 5s. Except this Rangoon debt there was not £5,000 worth of assets shown, and everything therefore depends on whether it be worth anything or not.

A meeting of the creditors of Messrs. Schultze and Mohr, in the East India and China trade, whose suspension was announced last month, has been held, when it was resolved to liquidate the estate by arrangement, Mr. Arthur Cooper (Cooper Brothers and Co.) being appointed trustee, with a committee of inspection. The immediate discharge of the debtors was unanimously granted. The statement of affairs shows liabilities expected to be proved £142,524 6s. 5d., against assets £7,971 11s. 3d., or only 1s. 1d. in the pound. Large losses have been made in speculative operations in wheat, which was sold to arrive before the late important advance in prices. Probably little would have been gained morally by throwing the firm into bankruptcy, and the dividend would certainly have been less—perhaps nothing at all.

A meeting has taken place of the creditors of Messrs. Da Costa, Raalte, and Co., when, pending the receipt of further advices from Egypt, it was resolved to adjourn till the 30th inst. The liabilities amount to £135,580, exclusive of a claim by Behrend Brothers, of Alexandria, for about £130,000, while the assets, including £49,800 claimed by the latter firm, but believed to be the property of Da Costa, Raalte, and Co., are estimated at £85,200.

A meeting of the creditors of W. J. Craven, in the China trade, will be held on the 6th Sept.

Messrs. J. and A. Yule, of Fenchurch-street, have arranged with their creditors by a composition payable by instalments, and the proceedings for liquidation by arrangement will not be proceeded with. Messrs. Taylor and Kier, Shanghai, who drew on Messrs. Yule against shipments of tea, &c., have made an assignment for the benefit of their creditors.

Mr. John P. McLaren, shipowner, of Greenock, has suspended payment, with liabilities amounting to £15,000.

The quantity of tea delivered from the bonded warehouses in London during the week ended the 21st inst. was 3,557,358 lbs., of which 2,077,873 lbs. was for home consumption, 756,360 lbs. was exported, 709,477 lbs. was removed coastwise, 110,351 lbs. was sent coastwise for export, and 3,297 lbs. was for ships' stores. The duty received amounted to £51,947, or about 9 per cent. less than in the previous week. In the year 1874, as is shown by an official return, the Customs' duties amounted to £3,435,586, being an increase on the preceding year of £134,980.

The amount of bullion per P. and O. steamer *Australia*, from Southampton on the 26th inst., was—in gold, to Galle, £75 ; in silver, to Singapore, £64,700 ; total, £64,775.

The market for Bar Silver has improved to 56*g*d. per oz., and Mexican Dollars, those by the French steamer, have been sold for China at 55*g*d. per oz., showing a rise of 4*d*. per oz.

The P. and O. steamer *Nizam*, which arrived at Southampton on the 23rd inst., with the heavy portion of the last inward P. and O. mail, brought £63,218 in Japanese gold coin.*

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, July 3, Duke of Abercorn ; 4, Galley of Lorne (str.) ; 12, Jessie McDonald, Satsuma ; from New York, 3, Ukraine ; from London, &c., Aug. 23, Flintshire (str.).

At SHANGHAI.—From London, July 2, James Shepherd ; from Liverpool, 8, Sarpedon (str.) ; from New York, 6, Benefactor ; 8, Haze ; from Hamburg, Aug. 18, Bellona (str.) ; from London, &c., 21, Quang Se (str.) ; from Liverpool, —, Stentor (str.).

At HONG KONG.—From Swansea, July 10, Amadine ; from Liverpool, 11, Rover of the Seas ; from London, &c., Aug. 14, Quang-Se (str.) ; from Portland O., Aug. —, Gazelle ; from London, &c., —, Cybele (str.) ; from Naples (str.).

At BATAVIA.—From London, July 4, Nicolo Tommaso ; from Cardiff, 15, Brothers German ; from Newcastle, 15, Saarikoski ; from Bordeaux, 15, Mater ; from Holland, 7, J. B. Walker (str.), Kosmopolit III ; 9, Friesland (str.) ; from Cape Town, 6, William Clowes ; from Santos, 8, Cometen ; from Buenos Ayres, 6, Christina ; 16, Richard McManus ; from Liverpool, Aug. 13, Jan Pieters Koen ; from Nieuwe Diep, 18, Voorwaarts (str.) ; from Genoa, 20, Batavia (str.).

At SINGAPORE.—From Liverpool, July 22, Menelaus (str.) ; from Cardiff, 21, Geo. Peake ; 22, Arvis ; from Sunderland, 22, Orion, Josephine ; from Bordeaux, 22, Therese and Nelly ; from London, Aug. 18, Kate Carnie ; from London, Aug. 19, Paraguay (str.) ; from Liverpool, —, Orestes (str.).

At PENANG.—From London, July 12, Hope ; Aug. 26, Teviot (str.).

DEPARTURES.

From FOOCHOW.—For London, Aug. 22, Tom Morton (str.).

From YOKOHAMA.—For New York, June 25, Annie Braginton ; 30, Stillman B. Allen.

From SHANGHAI.—For London, July 4, Ajax (str.) ; from Altona (str.).

From HONG KONG.—For London, July 13, Altona (str.) ; 14, Ajax (s.).

From BATAVIA.—For Marseilles, July 16, Robertus Hendrikus ; for Holland, 11, Kennemerland ; 18, John Bramall (str.) ; Marie ; 17, Prinses Amalia.

From SINGAPORE.—For London, July 16, Mongul ; 19, Hougomont. Florence ; for Liverpool, 16, Bertie ; for Mauritius, 20, Formosa ; for London, Aug. 20, Glenroy (str.) ; 23, Aegean (str.).

From PENANG. —None.

VESSELS LOADING.

At YOKOHAMA.—For New York, Mora, T. A. Goddards, Walton.

At SHANGHAI.—For London, Lord of the Isles (str.) ; Deerhound, Norman Court, Scindia, Westbury, Zephyrus.

At HONG KONG.—None.

At BATAVIA.—For Marseilles, J. B. Walker (str.) ; for Holland, Prins Hendrik (str.) ; Friesland (str.) ; Maria Elise.

At SINGAPORE.—For London, Tynedale ; for Liverpool, Star of Peace ; for Marseilles, Ulva ; for New York, Bengal.

At PENANG.—For London, Zehlina ; for New York, Enrico Dan-dolo.

FREIGHTS AND CHARTERS.

From YOKOHAMA.—To New York, £3 per 40 c. feet.

From SHANGHAI.—To London, £3 10s. per 40ft. ; sailing vessels £3.

From HONG KONG.—To London. —No vessel loading.

From BATAVIA.—To Amsterdam, coffee 80f., sugar 70f., tobacco 90f., hides 110f., tin 50f.

From SINGAPORE.—To London per steamer : —Tin, 15s. ; sago and tapioca, £2 17s. 6d. ; coffee, £4 ; measurement goods £3 15s.

From PENANG.—To London, by steamer tir, £1 10s. ; tapioca, £3 12s. ; measurement goods, £4 10s. ; to New York, sailing vessel, tin £1.

TELEGRAMS FROM THE FAR EAST.

YAKOOB KHAN IN CHINA.

ST. PETERSBURG, AUGUST 27.—Advices received here from Kashgar announce that Yakooob Khan is capturing Chinese towns one after the other, without resistance on the part of the inhabitants. The troops sent three years ago from Peking against Kashgar have not yet reached their destination, having been obliged on their way to build quarters, sow grain, and await the harvest in order to provide themselves with food before continuing their march.

THE MURDER OF MR. MARGARY.—REPORTED DIFFICULTY WITH CHINA.

BOMBAY, AUGUST 27.—The *Bombay Gazette* of to-day publishes a telegram stating that Mr. Wade, the British Minister at Peking, has been thwarted and insulted in his negotiations with the Chinese Government, and has in consequence telegraphed home for instructions, at the same time demanding more troops.

CALCUTTA, AUGUST 27.—No official intelligence has been received confirming the statement of the *Bombay Gazette* that Mr. Wade, the British Minister, had been insulted at Peking. Mr. Wade, up to the present, has only expressed to the Home Government his dissatisfaction with the attitude of the Chinese Government, and suggested that it might be expedient to have troops in readiness to be despatched to China should the necessity arise.

SHANGHAI, AUGUST 26.—The foreign squadrons are concentrating at Chefoo.

SHANGHAI, AUGUST 28.—Advices received here from Peking state that Mr. Wade, the British Ambassador to the Chinese Government, when paying an official visit to the Viceroy Lihungchang, was kept waiting at the door, and consequently withdrew. The Viceroy, however, immediately tendered an apology to Mr. Wade, and the incident is not considered to bear a serious aspect.

THE MAILS.

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HEAVY PORTION OF PRESENT INWARD MAIL.—PORT SAID, AUG. 24.—The P. and O. Company's steamer Venetia, with the heavy Indian and China mail, left at 7 p.m. for Southampton, where she may be expected about the 6th proximo.

HEAVY PORTION OF LAST INWARD P. AND O. MAIL.—SOUTHAMPTON, AUG. 23.—The P. and O. Company's steamship Nizam, from China, via the Suez Canal, arrived this morning with the heavy India and China mails, 158 passengers, £63,218 in specie, 17,793 chests of tea, 433 bags of coffee, 1,615 bales of silk, and about 3,500 packages of miscellaneous cargo. She left Shanghai on June 24 ; Hong Kong, July 3 ; Singapore, 10th ; Penang, 12th ; Galle, 21st ; Aden, August 1 ; Suez, 9th ; Port Said, 10th ; Malta, 14th ; and Gibraltar, 15th.

NEXT INWARD MAIL.—SUEZ, AUG. 26.—The Messageries Maritimes steamer Hoogly, with the inward French mails from China and Japan, left here to-day for Port Said and Marseilles, at which latter port she may be looked for on the 3rd of September.

INWARD MAIL DUE SEPTEMBER 20.—GALLE, AUG. 21.—The Messageries Maritimes steamer Irawaddy, with the inward French mails from China and Japan, left here to-day for Aden.

OUTWARD MAIL OF JULY 30.—GALLE, AUG. 22.—The Messageries Maritimes steamer Anadyr, from Marseilles 1st August, left here to-day for Singapore.

OUTWARD MAIL OF JULY 9.—SHANGHAI, AUG. 20.—The P. and O. Company's steamer Surat, with the London mails of the 9th of July, arrived here to-day.

DUTCH OUTWARD MAILS.—SOUTHAMPTON, AUG. 21.—The Star Ball steamship Acton sailed to-day with the Dutch mails and a general cargo, for Batavia, Samarang, Sourabaya, &c.—BATAVIA, AUG. 18.—The Nederland Company's steamship Voorwaarts arrived here to-day, thirty six days from Southampton, via Padang.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

DE CALICE.—On the 20th Aug., at Vienna, the wife of Baron de Calice (born Castellain), Austrian Minister at Bucharest, of a son and heir.
 DOUGLAS.—On the 20th Aug., at Larkheat House, near Southall, the wife of Robert K. Douglas, Professor of Chinese at King's College, of a daughter.
 DYER.—On the 12th July, at the Imperial College of Engineering, Tokio, Japan, the wife of Henry Dyer, of a son.
 HAUSCHILD.—On the 1st July, at Hong Kong, the wife of L. Hauschild, Secretary, Imperial German Consulate, of a son.
 HENNESSY.—On the 18th Aug., at 12A, Curzon-street, Mayfair, Mrs. Pope Hennessy, of a son.
 HUNT.—On the 6th July, at Kobe, Japan, the wife of H. J. Hunt, of a son.
 KERSHAW.—On the 26th Aug., Mrs. John Kershaw, Park House, Willesden-lane, N.W., of a son.
 OJEDA.—On the 11th July, at Yokohama, the wife of Emilio de Ojeda, of a son.

MARRIAGES.

FORREST—PARRY.—On the 19th Aug., at Trinity Church, Kentish Town, Edward Forrest, of Ceylon, to May, only daughter of the late William Valentine Parry.
 GALLIE—FARNHAM.—On the 12th Aug., at the English Episcopal Church, Hamburg, by the Rev. C. F. Wiedemann, F. William Gallie, of Hamburg, to Adella Matilda, only daughter of S. C. Farnham, of Shanghai.
 HANCOCK—RUSSELL.—On the 21st Aug., at St. Mary's, Tandridge's-park, Clifton, Harris Scott Hancock, of Hankow, son of the late Rev. Robert Hancock, vicar of Balford, to Mary Elizabeth Russell, daughter of the late Christopher Russell, M.D., formerly of Ennis Kerry, County Wicklow.
 HERBST—HEERMANN.—On the 3rd July, at St. John's Cathedral, Hong Kong, by the Rev. R. H. Kidd, Colonial Chaplain, Charles Edward Herbst, of Hamburg, to Adeline Wilhelmine Wilner, daughter of F. W. Heermann.
 KAHN—HECHT.—On the 23rd Aug., at Havre, Leopold Kahn, late of China and Japan, to Adèle, daughter of Samuel Hecht, of Havre.
 ST. GEORGE—ELLIS.—On the 3rd July, at Yedo, Japan, Herbert A. W. St. George, son of the late Frederick St. George, of Worcester, to Augusta, daughter of William Ellis, of Belfast.
 SHAW—HARRIS.—On the 3rd July, at the Cathedral, Shanghai, by the Very Rev. Dean Butcher, Randle Walker Shaw, to Rachel Harris.

DEATHS.

CASWELL.—On the 19th Aug., at 25, Inverness-road, Bayswater, Edith Florence, infant daughter of J. G. and Florence Caswell.
 CHING.—On the 28th Aug., at her residence, 84, Clapham-park-road, Miss Amelia Ching, daughter of the late Mr. Charles Ching, late of Canterbury-place, Lambeth, aged 66.
 COARE.—On the 24th Aug., F. W. Coare, of Canton, aged 45.
 CURTIS.—On the 3rd Aug., at sea, between Hong Kong and Singapore, William Curtis, formerly of Brighton, aged 47 years.
 DENHOLM.—On the 9th July, at Shanghai, Robert Denholm, Chief Engineer ss. *Poohow*, 33 years of age, a native of Greenock, Scotland.
 HALL.—On the 21st Aug., at Tunbridge Wells, aged 69, Spencer Hall, F.S.A., for forty-three years the much respected Librarian of the Atheneum, Pall-mall.
 SAUL.—On the 8th July, at Hong Kong, Meyer Moses Saul, aged 26 years.

The reports of the observations and deep-sea soundings made in the course of the recent surveying expedition of H.M.S. Challenger in the Atlantic and Pacific Oceans, the Torres Strait, and the China Sea have been published. The Admiralty have done well in issuing these reports, which cannot fail to be of great service to nautical men.

The 1st battalion of the 10th Regiment, now stationed at Singapore, is not expected to be transferred to Gibraltar until March next. Major R. W. Davies has left England for Singapore, to join on promotion. The 28th Regiment is expected to leave Malta early next year for Hong Kong.

THE SETTLEMENT OF THE FORMOSA DIFFICULTY.—Some "further papers" in reference to the late difficulty between China and Japan in regard to the Island of Formosa have been issued. They consist chiefly of the following letter from Sir Harry S. Parkes, of which Lord Derby subsequently expressed his approval. The letter is dated "Yedo, March 9th, 1875," and is addressed to Térasawa Munenori, the Japan Foreign Minister:—"I have been informed by Lord Derby, Her Majesty's Principal Secretary of State for Foreign Affairs, that Mr. Uyeno Kagenori, the Japanese Minister accredited to Her Majesty, paid his first visit to his lordship on the 14th January, and took the opportunity to express officially the thanks of his Government for the part which Her Majesty's Minister at Peking had taken in preventing a rupture between China and Japan. Mr. Uyeno also assured Lord Derby that the service thus rendered would be gratefully remembered by his countrymen, Lord Derby informs me that he stated, in reply to Mr. Uyeno, that it was the wish, as it was the interest of England, to preserve peace and prevent unnecessary quarrels wherever English influence extended; and that it would have been a subject of deep regret to the people of England if war had broken out between two States with both of which our political relations were thoroughly friendly, and our commercial relations, as we hoped, were destined to increase from year to year.

THE death of Mr. W. Curtis, recently publisher of the *Hong Kong Times*, and formerly of Brighton, is announced. It seems that early in July Mr. Curtis was indisposed, and took a holiday, visiting Macao and Australia. He returned to Hong Kong in apparent health. Subsequently, it is presumed from some relapse, he took a voyage in the mail steamer which left Hong Kong on the 31st July, but died at sea on the 3rd inst. The details of the melancholy event, which will be learnt with great regret by Mr. Curtis's friends, have yet to be received. Deceased was forty-seven years of age, and leaves a widow and five children, who, with the exception of the eldest (associated with his father in the management of the *Hong Kong Times*), are in England.

In addition to the steamer of 3,400 tons, contracted for by the directors of the P. and O. Company with Messrs. Stephens, of Glasgow, and already noticed, we understand that purchases have been made of two other steamers of 3,000 tons and 500-horse power, built by Messrs. Caird and Co. for the North German Lloyd's Company in 1873.

THE Eastern and Australian Company's steamer *Bowen* arrived at Sydney from Singapore on the 18th inst., with London mails of 25th June. The Company's steamer *Brisbane* left Singapore for Brisbane on the 21st inst. with London mails of 28th July.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Aug. 16	Henriette Adriana	Bonjer	Banjoewangie	Rotterdam
18	Olivet	Wood	Batavia	New York
18	Europa	Lupecke	Do	Amsterdam
18	Deutschland	Kuhn	Rangoon	Bremen
18	Theres	Meyer	Do	Hamburg
19	Marpesia	Storey	Bassein	Liverpool
19	Sonoro	Paine	Ilo Ilo	New York
20	Glaucus (s.)	Jackson	Shanghai	London
20	Sumatra (s.)	McMoutry	Batavia	Nieuwe Diep
20	St. Lancelot	Felgate	Shanghai	Rotterdam
21	Indiana	Scott	Nagasaki	New York
21	Tartar (s.)	Johnson	Shanghai	London
21	Lynet	Larsen	Bassein, for Cophnag.	Falmouth
21	Dovre	Sorensen	Bassein	Do
21	Yanikale	Wood	Sourabaya	Queenstown
21	Kale	Yerken	Maulmain	Rotterdam
22	Isabel Mott	Grovy	Rangoon	Falmouth
22	Mio	Schiffino	Do	Liverpool
22	Harriet H. McGilvery	Blake	Do	Amsterdam
22	Cornelia	Croese	Banjoewangie	Rotterdam
22	Hans Gude	Berg	Rangoon	Falmouth
23	Livingstone	Hansen	Do	Liverpool
24	Invincible	Bratthwaite	Manila	London
24	Galatea (str.)	Johannessen	Shanghai	Antwerp
23	County of Forfar	Stewart	Akyab	Falmouth
23	Stanley	Littlehales	Rangoon	Do
24	G. F. Haendel	Saunders	Bassein	Do
24	Timoleonte	Mosso	Akyab, for St. Nazaire	Queenstown
24	Albertin	Owen	Rangoon	Falmouth
24	Eduard	Seeman	Bassein, for Hamburg	Do
24	Charlotte	Stern	Rangoon, for Bremen	Do
24	Harmonie	Forsak	Akyab	Do
25	Ben Nevis	Coville	Penang	London
27	Glenavon	Colquhoun	Singapore	Do

DEPARTURES.

Date.	Ship.	Captain.	To	From
July 17	Hazard	Harts	Batavia	Pernambuco
Aug. 15	Pepita	Hormaza	Manila	Cadiz
17	Lugar	Muhroe	Singapore	Troon
18	P. A. J.	Metreau	Reunion	Bordeaux
19	Nuova Verito	Bertolotto	Singapore	Cardiff
19	Albuera	Harris	Yokohama	London
19	Knight Commander	Smith	Rangoon	Do
20	Paradies	—	Hong Kong	Cardiff
20	Maria D.	Dodero	Singapore	Do
20	Celeste	Gedge	Penang	Do
20	Hermann	Kessel	Anjer	Do
21	G. Bonisigre	Bonaigore	Singapore	Do
21	Lord Raglan	Langabear	Galle	Do
21	Agnes Muir	Lowe	Shanghai	London
21	Acton (s.)	—	Batavia	Southampton
22	Amico Doge	Piana	Galle	Cardiff
22	Aurrrca (s.)	Larrinaga	Manila	Liverpool
23	Gordon Castle (s.)	Jones	Shanghai	London
23	C. Boschetto	Razetto	Singapore	Cardiff
24	Groningen (s.)	Kramers	Batavia	Southampton

See *Shipping Postscript and Correspondents' Letters*.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, Shanghai, Yokohama, and Hiogo: Lotus, Glenfalloch. For Singapore, Hong Kong, and Shanghai: Glenfinlas, Viking, Venice, Montgomeryshire, Braemar Castle.

SAILING VESSELS.—For Yokohama and Hiogo: Western Chief, Ullock, Banda, Tamesa. For Shanghai: Titania, Windhover, Ombo, Ellen Browne. For Hong Kong: Marina, Carricks, Sir Harry Parkes, Caroline. For Batavia, Samarang, and Sourabaya: Sir Robert Sale, Paul, Professor Van der Boon Mesch. For Singapore: Mallard. For Penang: Ocean Rover. For Colombo: Scawfell, Coldingham, Haidee.

At LIVERPOOL.—For Yokohama: Lochleven Castle. For Penang Singapore, Hong Kong, and Shanghai: Deucalion (str.), Agamemnon (str.), Achilles (str.). For Batavia: Loch Doon. For Singapore: Batrak (str.).

CASUALTIES.

Advices from Rio de Janeiro, August 23, state that the Carolus Magnus, from Liverpool, for Hong Kong, with coal, had put in there for examination, having struck near Abrolhos.

The Dutch ship Laurens Coster, from Newcastle, for Atchin (coal), entered Flushing harbour on the 22nd inst., making much water, having been ashore on the English coast.

The Robert Boak, from Cardiff (patent fuel), for Hong Kong, was abandoned on July 4, in 24 S., 29 W., in a sinking state; crew taken off by the Coloma; second officer and 4 seamen were transferred to the Sovereign of the Seas, from San Francisco, and landed at Liverpool on the 22nd inst.; captain and remainder of crew landed at Queenstown same day.

MISCELLANEOUS.

PORT SAID.—Arrived, Aug. 21, Patroclus, from Liverpool; 25, Glenearn, from London, both for Shanghai.

MAURITIUS.—Sailed, June 26, Guayaquil, for Saigon; 6, Jacmel, for Galle; 11, Trento, for Rangoon; 12, Elizabeth Ann, for Manila.

MALTA.—Arrived, Aug. 19, Princes Amalia (str.), from Batavia, for Nieuwe Diep.

FALMOUTH, AUG. 20.—The George Croshaw, from London, for Singapore, put in hereon the 19th inst., with pumps choked, and sailed again on the 22nd.

QUEENSTOWN, AUG. 21.—The Yanikale, at this port, from Sourabaya, reports that on June 19 experienced a sudden shock. Ship shook and trembled as if she had struck on a reef; the noise lasted three minutes

At 7.30 P.M. a similar shock, lasting one minute. At 8 P.M. another, lasting ten seconds, and at 5 A.M. following day another shock, lasting ten seconds, lat. 40° S., lon. 23° W.

GUNBOATS FOR CHINA.—Two gunboats for China, the Cheing-Sing and Tu-Sheng, 150 tons each, are fitting out on the Mersey, and are expected to leave shortly for Hong Kong.

LAUNCHES &c.

On the 17th inst. an iron steamer named Connaught Ranger, built for Mr. J. G. McCormick, Liverpool, London, and Dublin, was launched from the shipbuilding yard of Messrs. Harland and Wolff, of Belfast; her dimensions are 218 feet in length, 34 feet 6 inches in breadth, and 21 feet 6 inches in depth, registered tonnage 1,200 tons; she is to trade between England and China.

Messrs. Scott and Co., of Cartsdyke, launched, on the 17th inst., from their shipbuilding yard, a steamer of 2,000 tons register, which was named Auchies by Miss Natalie Shand. She has been built to the order of Mr. Alfred Holt, for the Ocean Steamship Company, of Liverpool, and is sister ship to the Stentor and Orestes, built this year by Messrs. Scott and Co. for the same owners, for the China trade.

On the 19th inst. Messrs. Wm. Denny and Bros. launched from their yard at Dumbarton an iron screw-steamer of the following dimensions—225 by 34 by 21, and 1,350 tons gross measurement, for the China Merchant Steam Navigation Company, Shanghai. She will be fitted with compound direct acting inverted engines of 240 h.p. nominal by Messrs. Denny and Co., engineers, Dumbarton. On leaving the ways she was named Fung-Shui, by Miss Hall, London.

On the 21st inst., from the yard of the Barrow Shipbuilding Company, was launched an iron sailing ship of the following dimensions:—Length, 235 feet; breadth, 37 feet; depth, 22 feet 3 inches; about 1,360 tons gross register, and classed 100 A1 at Lloyd's, special survey. This vessel has been built to the order of the Royal Exchange Shipping Company, of London, and will be commanded by Captain James Watson, who has been for many years in the employ of Messrs. John Patton, jun., and Co., the managers of the company. She was named the Western Monarch, by Miss Fleming, daughter of the secretary of the Barrow Shipbuilding Company. She is built on the lines of the well-known clipper ship Eastern Monarch, owned by the same company, and intended for the Australian and China trade.

There was launched on the 23rd inst., from the shipbuilding yard of Messrs. Blackwood and Gordon, Port-Glasgow, a finely-modelled screw-steamer, for Rajah Brooke, of Sarawak. Her dimensions are 135 by 21 by 9'6, and 290 tons B.M. On leaving the ways she was named the Aline, by Miss Jeanie Blackwood, daughter of the builder. She will be fitted with a pair of surface-condensing engines of 50 nominal h.p. She was built under the superintendence of Mr. A. C. Crookshanks, and will be fitted with all modern conveniences, and have large and commodious accommodation for passengers, captain, officers, and crew.

Being intended for the protection of the Borneo coast as well as for trading, she will carry on deck two large swivel guns.

The ship County of Peebles, with four masts, built on the Clyde, was left off Rathlin Island on the 17th inst. by the steamtug Vanguard. The master of the tug reports that after throwing off the ship he followed and watched her progress in a dead beat out by the North Channel, against a strong north-west wind. The four masts were covered with canvas, and on both starboard and port tacks all the sails "drew well," and she made good progress, soon getting out of sight. This new vessel is the property of Messrs. R. and J. Craig, Glasgow, and is one of their "County" line of Clyde and Java traders. She was built by Messrs. Barclay, Curle, and Co., Whiteinch.

SUNDRIES PER "NIGHTINGALE," FROM NEW YORK, FOR YOKOHAMA, AUG. 12.

19102 cs. oil	191,020 gls.	1 box missionary goods
1 do. effects		6 racks oars
1 range		25 cs. spirits trptne. 250 gls.
1 boiler		2 pkgs. tackle blocks
2 pkgs. books and papers		250 cs. slates
2 cs. samples glassware		5 do. hardware
1 box stereoptypes		2 do. show cases

SUNDRIES PER "SAMUEL G. REED," FROM NEW YORK, FOR HONG KONG, JULY 21.

1 box piano ware	18 bxs. scales	18
14520 cs. oil	145,200 gls.	250 bxs. oakum 12,500 lbs.
1 box soap		1 cs. wicking 325 lbs.
3 do. clothing		34 do. mnfd. tobacco 5,892 lbs.
160 cs. spirits turpentine	1,700 gls.	35 do. trunks and saddlery
		100 tons anthracite coal
31 pkgs. varnish	380 gls.	1 cs. billiard material
24 do. missionary goods		1 do. perambulators
53 brls. copper	69,112 lbs.	50 do. water crackers
1 organ		121 ash planks 5,049 feet
25 tierces beef		30 hickory planks 1,739 feet
10 bbls. rosin		4 bbls. deck plugs 68,700 lbs.
10 do. pitch		5 pkgs. handles 1,100 lbs.
2 cs. brooms		156 cs. sarsaparilla 150 doz.
666 oars		19 do. carriage materials
1 cs. samples		500 do. Florida water 500 doz.
50 pkgs. carriage material		200 bbls. pork
44 stoves		1 cs. pictures
66 bbls. duck	13,331 yds.	1 do. cider
2 pkgs. rubber goods		3 do. flour
3 bbls. drillings	1,800 yds.	2 do. books
6 pkgs. beeswax	1,180 lbs.	9 do. medicine
2 cs. scoops	10 doz.	2 pkgs. furniture

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MANAGER.—Theod. Drone.

SUB-MANAGER.—H. Duval.

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...	Tons H.P.	...
Zambesi ...	2,423 40	Sept. 2
*Nizam ...	2,725 450	Sept. 9
Indus ...	3,470 500	Sept. 16
*Poona ...	3,130 550	Sept. 23
Deccan ...	3,420 550	Sept. 30
*Hydaspes	2,984 450	Oct. 7

* Taking passengers for Bombay also by branch steamer from Suez.



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Ava ...	Sept. 12	For	Naples, Port Said, Aden, Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Hoogly ...	Sept. 26		Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The Steamers of the 12th September connect at Galle with the Steamers for Pondicherry, Madras, and Calcutta.

For Alexandria and Naples ... Every Thursday (noon)
„ Constantinople ... „ Saturday, 5 P.M.
„ Algiers ... „ „ „

The Company's Weekly Steamers to Alexandria connect at Alexandria with the English Mail Steamers from Brindisi to Bombay.

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* Passengers eastward of Suez securing their Berths in London are entitled to the conveyance of their luggage free to Marseilles.



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Steamers.	Class.	Tons.	Horse-power.	Date of sailing.
Glenfinlas ...	100 A1	—	—	Sept. 1
Glenulyn ...	100 A1	2,119	275	To follow
Glenecles ...	100 A1	2,120	330	To follow
Glenyle ...	100 A1	1,676	200	To follow
Glenroy ...	100 A1	2,121	250	To follow
Glenartney ...	100 A1	2,016	330	To follow
Glenearney ...	100 A1	2,120	330	To follow
Glenfalloch ...	100 A1	2,126	275	To follow

For terms of Freight and Passage apply to McGREGOR, Gow, and Co., No. 1, East India-avenue, London.



GELLATLY, HANKEY, SEWELL, and CO., will despatch the following high classed SCREW STEAMSHIPS as under:—

Ports	Ship.	Class.	Tons.	Dock.	Sailing.
Pen., Sing., Hg. K., and Japan	Venice	100 A1	1963	V.L.D.	Sept. 2

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 1, Fenwick-street, Liverpool; Bridge-water-buildings, Albert-square, Manchester; 51, Pall-mall, S.W., and 109, Leadenhall-street, London, E.C.



THE following SPLENDID First-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	To sail.
Hong Kong	Marina	A1 12 yr.	W.I.D.	With des.
Hong Kong	Sir Harry	A1 15 yr.	W.I.D.	To follow
Shanghai	Parke	A1 16 yr.	E.I.D.	To follow

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Hong Kong	Carricks	A1 14 yr.	—	—	With des.
Hong Kong	Belted Will	A1 15 yr.	812	S.W.I.	With des.

For Freight or Passage apply to SHAW, WILLIAMS, and Co., 9, Fenchurch-street, E.C.

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for shipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day, 2nd September, the favourite full-powered screw-steamer LOTUS, 20 years in Liverpool Book, 1,407 tons register, 200-horse power nominal; JAMES GRAY, Commander; South-West India Docks. This magnificent steamer, built by Messrs. Mitchell and Co., Walker-on-Tyne, in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Steam via the Suez Canal.

TO PENANG, SINGAPORE, HONG KONG, YOKOHAMA, and HIOGO, taking cargo for shipment to Java, Australia, &c., at through rates at shippers' risk, last shipping day 17th Sept., the favourite full-powered screw-steamer MONTGOMERYSHIRE, 100 A1, 1,751 tons gross, 1,146 tons net register, 200-horse power nominal; GEORGE BUTLIN, Commander; South-West India Dock. This magnificent steamer, built on the Clyde in 1873, has proved herself well adapted for the China trade. She has elegant and spacious accommodation for saloon passengers replete with every comfort.

For Freight or Passage apply to the Owners, D. J. JENKINS and Co., 17, Lime-street, E.C.; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

With very quick despatch.

FOR HONG KONG DIRECT, the magnificent clipper CAROLINE, 90 A1, 934 tons register, S. N. CLYMA, Commander; London Docks.

For Freight or Passage apply to HENRY ELLIS and SONS, 17, Gracechurch-street; or to NORRIS and JOYNER, 126, Bishopsgate-street Within, E.C. (corner of Cornhill).

Last shipping day Sept. 6.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI—VIKING, s.s., 100 A1, 1,910 tons register, G. L. CASTLE, Commander; South-West India Docks.

For Freight or Passage apply to JOHN WILLIAMSON, York-chambers, 55, King-street, Manchester; or to ROBERTSON and Co., 5, Newman's-court, Cornhill, London, E.C.

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To sail Sept. 8.

YOKOHAMA AND HIOGO (loading in the West India Docks), the splendid clipper ship WESTERN CHIEF, newly metallised, A1 14 years, 780 tons register, J. P. HILL, Commander. This favourite ship, known to be one of the fastest in the China trade, has excellent accommodation for passengers.

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For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

FOR Tanjung Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

Tons.	Brokers.	To sail.
2,120	McGregor, Gow, & Co.	Sept. 1
1,932	Robertson & Co.	Sept. 6
1,963	Gellatly, Hankey, Sewell, & Co.	Sept. 2

LIVERPOOL.

Antenor, s.s. 1,601 | Alfred Holt ... | Sept. —

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